

DOMINION OF CANADA

REPORT

OF THE

DEPARTMENT OF TRADE AND COMMERCE

FOR THE

FISCAL YEAR ENDING MARCH 31

1912

PART VI

SUBSIDIZED STEAMSHIP SERVICES

WITH STATISTICS SHOWING STEAMSHIP TRAFFIC TO DECEMBER 31, 1912,
AND ESTIMATES FOR FISCAL YEAR 1913-14

TOGETHER WITH AN

APPENDIX

SHOWING MARINE INSURANCE RATES BETWEEN CANADIAN AND UNITED STATES
ATLANTIC PORTS AND PORTS IN THE UNITED KINGDOM
FROM 1903 TO 1912 INCLUSIVE

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY

1913

FOR INDEXES AND MAPS SHOWING SERVICES PERFORMED,
SEE END OF VOLUME.

EXPLANATION of Estimates for the Year ending March 31, 1914, as compared with those for the Year ending March 31, 1913, with statements of services rendered and Expenditures to December 31, 1912, on account of Mail Subsidies and Steamship Subventions.

XVIII.—MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS.

Amount to be voted..... \$1,916,934.00

Page No.	Vote No.		1912-13.	1913-14.
		ATLANTIC OCEAN.	\$ cts.	\$ cts.
5	166	Annapolis, and London, or Hull.....	5,000 00	5,000 00
6	167	Canadian Atlantic ports and Australia and New Zealand.....	120,000 00	120,000 00
9	168	Canada and Great Britain.....	600,000 00	600,000 00
13	169	Canada and Cuba.....	25,000 00	25,000 00
15	170	Canada and Mexico (Atlantic).....	50,000 00	50,000 00
18	171	Canada and Newfoundland.....	50,000 00	50,000 00
21	172	Canada, the West Indies and South America.....	150,000 00	229,500 00
24	173	Canada and South Africa.....	146,000 00	146,000 00
27	174	Halifax, St. John's, Nfld., and Liverpool.....	20,000 00	20,000 00
29	175	Montreal, Quebec and Manchester (in Summer) and St. John, Halifax and Manchester (in Winter).....	35,000 00	35,000 00
32	176	Prince Edward Island and Great Britain.....	7,500 00	7,500 00
34	177	St. John, Dublin and Belfast (Winter).....	7,500 00	7,500 00
36	178	St. John and Glasgow (Winter).....	15,000 00	15,000 00
38	179	St. John, Halifax, and London (Winter).....	15,000 00	15,000 00
41	180	St. John, Halifax & London.....	25,000 00	25,000 00
		<i>Appropriations not required for 1913-14.</i>	79,500 00	.....
		PACIFIC OCEAN.		
44	181	Canada, Australia or New Zealand, or both (Pacific).....	180,509 00	180,509 00
48	182	Canada and Mexico (Pacific).....	75,000 00	75,000 00
50	183	Prince Rupert and Queen Charlotte Islands.....	10,000 00	10,000 00
52	184	Victoria and San Francisco.....	3,000 00	3,000 00
54	185	Victoria, Vancouver, and Skagway.....	12,500 00	12,500 00
56	186	Victoria and West Coast Vancouver Island.....	5,000 00	5,000 00
58	187	Vancouver and Northern Ports of British Columbia.....	.....	10,000 00
		LOCAL SERVICES.		
63	188	Baddeck, Grand Narrows & Iona.....	5,825 00	5,825 00
64	189	Caraquet, Shippegan & Miscou.....	1,500 00	2,000 00
66	190	Froude's Point and Lockeport, N.S.....	600 00	600 00
68	191	Gaspe Basin & Dalhousie or Campbellton.....	15,000 00	15,000 00
70	192	Gaspe Basin & North Shore River & Gulf of St. Lawrence.....	1,000 00	1,000 00
72	193	Grand Manan and the Mainland.....	10,000 00	10,000 00
73	194	Halifax and Canso.....	4,000 00	4,000 00
74	195	Halifax & Newfoundland <i>via</i> Cape Breton ports.....	10,000 00	10,000 00
77	196	Halifax & Spry Bay.....	2,500 00	2,000 00
79	197	Halifax, South Cape Breton and Bras D'Or Lake ports.....	4,000 00	4,000 00
80	198	Mainland and Magdalen Islands.....	15,000 00	15,000 00
82	199	Halifax and West Coast Cape Breton.....	2,000 00	2,000 00
84	200	Halifax and Sherbrooke.....	.....	2,000 00
84	201	Mahone Bay & Tancook Island.....	1,000 00	1,000 00
86	202	Mulgrave & Canso.....	6,000 00	6,500 00
87	203	Port Mulgrave, St. Peter's, Irish Cove and Marble Mountain.....	6,000 00	6,000 00
89	204	Mulgrave and Guysboro.....	6,000 00	5,500 00
91	205	Pictou, Mulgrave and Cheticamp.....	7,000 00	7,500 00
93	206	Newcastle, Neguac & Escuminac, Miramichi River and Bay.....	2,500 00	2,500 00
94	207	Pelee Island and the Mainland.....	5,000 00	5,000 00
96	208	Petit-de-Grat and I.C.R. terminus at Mulgrave.....	5,000 00	5,000 00
100	209	Pictou, Montague and Charlottetown.....	6,000 00	6,000 00
		Carried forward.....	1,752,434 00	1,764,934 00

Page No.	Vote No.		1912-13.	1913-14.
		LOCAL SERVICES—Con.	\$ cts.	\$ cts.
		Brought forward.....	1,752,434 00	1,764,934 00
101	210	Prince Edward Island, Cape Breton and Newfoundland.....	12,000 00	12,000 00
104	211	Prince Edward Island and the Mainland.....	12,500 00	12,500 00
106	212	Quebec and Blanc Sablon.....	20,000 00	20,000 00
109	213	Quebec and Gaspé Basin.....	8,500 00	8,500 00
111	214	Quebec and Isle of Orleans (Winter).....	500 00	2,000 00
113	215	Quebec and North Shore of Isle of Orleans.....	2,500 00	2,500 00
114	216	Rivière du Loup, Tadousac & North Shore Ports.....	6,000 00	6,000 00
116	217	Rivière du Loup, Tadousac & St. Lawrence Ports (Winter).....	8,000 00	8,000 00
118	218	St. Catherines Bay & Tadousac.....	3,500 00	3,500 00
120	219	St. John and Digby.....	20,000 00	20,000 00
121	220	St. John, Digby, Annapolis and Granville.....	1,500 00	1,500 00
123	221	St. John and Bridgetown.....	2,000 00	2,000 00
124	222	St. John and St. Andrew's, N.B.....	4,000 00	4,000 00
126	223	St. John and Halifax <i>via</i> Yarmouth.....	10,000 00	10,000 00
127	224	St. John and Bay of Fundy and Minas Basin ports.....	8,000 00	8,000 00
129	225	St. John and Cumberland Basin.....	3,000 00	3,000 00
131	226	St. John and Westport.....	2,500 00	2,500 00
132	227	St. Stephen, St. Croix River, Deer Island and Campobello.....	4,000 00	4,000 00
134	228	Sydney and Bay St. Lawrence.....	6,500 00	4,000 00
136	229	Sydney & Whycocomagh.....	3,000 00	3,000 00
138	330	Sydney and East Coast of Cape Breton.....	5,000 00	4,000 00
140	230a	Kenora and Fort Frances.....		8,000 00
140	231	Expenses in connection with the supervision of subsidized steamship services.....	2,000 00	3,000 00
		<i>Appropriations for 1912-13, not required for 1913-14.....</i>	13,500 00	
			1,910,934 00	1,916,934 00
		AUTHORIZED BY STATUTE.		
140		Canada, China & Japan (1-2 Geo. V, Ch. 25).....	121,666 66	121,666 66
143		Canada and France (8-9 Ed. VII, Ch. 36).....	200,000 00	200,000 00
			2,232,600 66	2,238,600 66

SESSIONAL PAPER No. 10e

ATLANTIC OCEAN

ANNAPOLIS AND LONDON OR HULL, ENGLAND, OR BOTH.

THE UNITED FRUIT COMPANIES OF NOVA SCOTIA, LTD.

Contract No. 38.
T. & C. File No. 13204.

Vote 166—Steam Service between Annapolis and London or Hull, England, or both.

1912-13.....	\$5,000
1913-14.....	5,000

Contractors.

The United Fruit Companies of Nova Scotia, Ltd., of Berwick, N.S.

Contract Dated.

May 6, 1912.

Duration of Contract.

October, 1912 to March 31, 1913.

Service.

First steamer to leave Annapolis Royal prior to October 30, 1912. Not more than five voyages to be run.

Ports of Call.

Annapolis, and London or Hull, and also any foreign ports permitted by the Minister from time to time.

Speed Required.

Not less than 10 knots.

Subsidy.

\$1,000 per voyage.

Mails.

Not required to carry mails.

Distance.

Annapolis to Hull, 3,250 miles.

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TRAFFIC RETURNS.

Calendar Year.	Number of Trips Run	Passengers Carried.	Freight Carried.	Subsidy Paid.
				\$
1908.....	2	Nil.	16,908 barrels of apples.	2,000
1909.....	3	Nil.	27,398 barrels and 547 boxes apples.	3,000
1910.....	1	Nil.	11,634 barrels and 150 boxes apples.	1,000
1911.....	2	1	17,578 barrels of apples.	2,000
1912.....	No service was performed.			Nil.

From 1908 to 1911 inclusive this service was performed by the Acadia S.S. Co., of Annapolis Royal, N.S.

CANADIAN ATLANTIC PORTS AND AUSTRALIA AND NEW ZEALAND.

NEW ZEALAND SHIPPING CO. LTD.

Contract No. 46.

T. & C. File No. 13214.

Vote No. 167.—Steam Service between Canadian Atlantic ports and Australia and New Zealand.

1912-13.....	\$120,000
1913-14.....	120,000

Contractors.

New Zealand Shipping Co., Ltd., of New Zealand.

Contract Dated.

February 7, 1910.

Duration of Contract.

Opening of navigation on the St. Lawrence 1910, to the corresponding time in 1913.

Service.

Monthly, sailing on or about the 15th day of each month.

Ports of Call.

(a) During the season of open navigation on the St. Lawrence, from Montreal to the ports, or any three of the ports, of Auckland, Wellington, Lyttleton and Dunedin, N.Z., and the ports of Melbourne and Sydney, Aus., calling at such other ports in New Zealand or Australia as the contractors may desire.

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(b) During the season of closed navigation on the St. Lawrence, from St. John, N.B., calling at Halifax, and thence to the said ports in New Zealand and Australia.

Speed and Capacity Required.

10 knots, each ship to be capable of carrying 7,500 tons at 40 cubic feet to the ton.

Subsidy.

\$120,000 per annum, payable in monthly instalments of \$10,000.

Cold Storage.

Steamers to be fitted with ample cold storage accommodation to meet all reasonable demands.

Deduction for short Cargo.

An average cargo of 5,000 tons on each monthly trip is to be carried throughout the year; and \$2.00 is to be deducted from the subsidy at the end of each year for every ton short of 60,000 tons, measurement or weight, carried during the preceding twelve months.

Mails.

To be carried free.

DISTANCES.

	Miles.
St. John to Melbourne.....	12,435
Halifax to Melbourne.....	12,250
Montreal to Melbourne.....	12,895
Melbourne to Sydney.....	575
Sydney to Auckland.....	1,275
Auckland to Wellington.....	555
Wellington to Lyttleton.....	175
Lyttleton to Dunedin.....	181
Distance between terminal ports—Summer.....	15,656
Winter.....	15,303

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	Refrigerator space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross.	Capacity.					At.	In.	Of.
	Ft.	Ft.	Ft.					Tons.		Knots			
Rakaia.	420	54	28·7	3,660	5,628	8,907	12	5,531	310	11	Hebburn.	1895	Steel.
Whakatane.	420	54	28·7	3,786	5,902	9,964	26	5,525	600	11	Hebburn. ...	1900	Steel.
Wakanui...	420	54	28·6	3,751	5,824	9,954	26	5,530	600	11	Hebburn. ...	1899	Steel.
Waimate....	420	54	28·6	3,629	5,610	9,495	12	5,532	600	11	Hebburn. ...	1896	Steel.
Turkestan. .	373·1	50·2	27·4	2,899	4,505	7,503	12	Nil.	500	11	W. Hartlepool	1905	Steel.
Tokomaru. .	425	53·2	31·1	4,072	6,238	8,491	4	6,424	600	11½	Wallsend	1893	Steel.
Kumara. ...	425·1	54·2	29·6	3,907	6,034	8,975	10	5,656	600	12	Wallsend	1899	Steel.
Invertag....	379·5	50	25·4	2,541	3,974	4,750	Nil.	Nil.	437	10	Newcastle....	1906	Steel.
Ascot	385	50·1	26·6	2,786	4,334	5,400	Nil.	Nil.	414	10	Glasgow.....	1902	Steel.
Karama. ...	420	54	28·6	3,553	5,564	5,600	20	5,627	505	12	Newcastle....	1899	Steel.
Cape Corso .	369·7	49	17·6	2,510	3,890	6,900	Nil.	Nil.	384	10	Pt. Glasgow..	1905	Steel.

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TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Passengers Carried.	FREIGHT CARRIED (OUTWARDS).		Live Stock.	Mails.	Subsidy Paid.
			Weight.	Measurement.			
			Tons.	Tons.			\$
1910.	8	Nil.	11,458	45,014	Nil.	Nil.	80,000
1911.	12	1	12,364	73,640	Nil.	Nil.	120,000
1912.	12	15	18,011	75,201	10	Nil.	120,000

No inward passengers or cargo are carried.

CARGO EXPORTED FROM CANADA DURING 1912.

CANADIAN ORIGIN.			UNITED STATES ORIGIN.			WEST INDIAN ORIGIN.			TOTAL.		
Tons Weight.	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value.
		\$			\$			\$			\$
2,791	71,232	2,970,284	15,067	3,966	881,859	148	3	37,617	18,016	75,201	3,889,760

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.

Lumber, automobiles and parts thereof, calcium carbide, chair stock, paper, sole leather, agricultural implements, rubbers, iron pipe, hardware, cattle, clothes pins, seed, fruit jars, corsets, cereal foods, wire and organs.

Of United States Origin.

Cereal foods, machinery, automobiles and parts thereof, steel rails, organs, lumber, fruit jars, roofing paper, shoe polish, wire and sewing machines.

Of West Indian Origin.

Coffee, cocoa, pimento, ginger and cassava products.

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CANADA AND GREAT BRITAIN.

THE ALLAN LINE STEAMSHIP CO. LIMITED.

Contract No. 1.
T. & C. File 13149.

Vote 168.—Ocean and Mail Service between Canada and Great Britain.

1912-13.....	\$600,000
1913-14.....	\$600,000

Contractors.

The Allan Line Steamship Co., Ltd., (represented by Messrs. H. & A. Allan).

Contract dated.

April 6th, 1912.

Duration of Contract.

May 1, 1912 to March 31, 1913. (afterwards extended to April 30, 1913 by Order in Council).

Service.

A regular weekly steamship service between Canada and Great Britain, with the *Victorian* and *Virginian*, each of 17 knots guaranteed speed, and two other steamers of 18 knots guaranteed speed, and other steamers that may be approved by the Minister. The *Victorian* and *Virginian* and the two 18 knot steamers shall each perform 10 complete round voyages per annum.

At no time except for 30 days between December 15 and February 15 shall more than two vessels of the 17 and 18 knot classes be withdrawn at the same time from the service.

Ports of Call.

(a.) during open navigation on the St. Lawrence:

1. The steamers shall be at liberty to proceed *via* the Straits of Belle Isle on all voyages, and upon all such voyages the ports of call shall be Montreal, Quebec, Rimouski (for the landing or embarkation of the mails) and Liverpool.
2. On voyages *via* Cape Race the ports of call shall be Montreal, Quebec, either Rimouski or North Sydney, at the option of the Minister (for the landing or embarkation of the mails) and Liverpool.

(b.) during closed navigation on the St. Lawrence:

St. John, Halifax and Liverpool, sailing from Liverpool on each westbound trip Thursday, or on such other day as may be approved by the Minister, for Halifax and St. John, calling at Halifax for the landing of the mails; and sailing from St. John each Saturday, or on such other day as may be approved by the Minister, calling at Halifax for the embark-

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ation of the mails. If it should prove impossible for the steamers performing the service to secure sufficient cargo at St. John during the winter season, or if there is not adequate accommodation in the harbour at St. John for any of the said steamers, the Minister may relieve the contractors from the obligation of calling at that port.

Speed required.

Two steamers, 18 knots. Two steamers, 17 knots. Other steamers, 15 knots.

Subsidy.

(a.) during open navigation on the St. Lawrence.

For each complete round voyage performed at the rate of 18 knots.....	£2,500
For each complete round voyage performed at the rate of 17 knots.....	£2,000
For each complete round voyage performed at the rate of 15 knots.....	£1,000

(b.) during closed navigation on the St. Lawrence:—

For each complete round voyage performed at the rate of 18 knots.....	£3,000
For each complete round voyage performed at the rate of 17 knots.....	£2,500
For each complete round voyage performed at the rate of 15 knots.....	£1,000

Subsidy is payable at the end of each quarter, at the close of the months of September, December, March and June.

Cold Storage.

Is to be supplied on each steamer.

Tenders.

Tenders for receiving and delivering the mails at Rimouski and North Sydney are to be supplied by the postal authorities of Canada.

Canadian Trade Commissioners.

To be carried free.

Distances.

Montreal to Quebec.....	139 miles.
Quebec to Rimouski.....	183 “
Rimouski to Liverpool (via Belle Isle).....	2438 “
Rimouski to Liverpool (via Cape Race).....	2638 “
St. John to Halifax.....	292 “
Halifax to Liverpool.....	2595 “

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.		TONNAGE.			PASSENGER ACCOMMODATION.			Refrigerator Space.	N. H. P.	Speed.	BUILT.	
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.			At	Of
	Feet.	Feet.	Feet.								Knots.		
Victorian	520	60·4	38·0	6,744	10,629	4,000	250	300	900	*12,000	18	Belfast	1904 Steel.
Virginian	520·4	60·3	38·0	6,844	10,754	4,000	250	300	900	*12,000	18	Linthouse ..	1905 Steel.
Corsican	500·3	61·2	38·0	7,299	11,436	6,000	150	300	1,300	1,440	15	Whiteinch ..	1907 Steel.
Granpian	485·7	60·2	38·1	6,119	9,603	6,100	150	250	1,000	1,262	15	Linthouse ..	1907 Steel.
Hesperian	485·5	60·2	38	6,124	9,599	6,100	150	250	1,000	1,262	15	Linthouse ..	1908 Steel.
Tunisian	500·6	59·2	39·8	6,802	10,576	8,500	150	250	1,000	1,346	15½	Linthouse ..	1900 Steel.

* I. H. P. Turbine Engines.

In addition to the above an agreement exists between the Allan Line and the Canadian Pacific Railway Company whereby the following steamers are employed in this service:—

Empress of Britain.	548·8	65·7	36·7	8,024	14,189	6,000	300	350	1,000	28,000	3,200	18½	Govan.	1906 Steel.
Empress of Ireland.	548·9	65·7	36·7	8,028	14,191	6,000	300	350	1,000	28,000	3,200	18½	Govan.	1906 Steel.

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TRAFFIC RETURNS.

Calendar Year.	—	No. of round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907	...		60,395	162,489	—	Not Stated.	555,432 47
						Lock Bags Tied Sacks	
1908	.....		78,117	235,426		58,377 56,763	578,447 12
1909	.....		72,787	232,859	738	77,638 59,345	582,713 58
1910	.....		86,620	256,542		110,450 51,285	584,233 60
1911	.....	52	88,645	257,509	Nil	139,207 54,194	560,225.50
1912	Allan Steamers— East	28	15,085	121,477	Nil.	18,228 12,516	
	West		28,913	66,725	Nil.	71,037 22,726	
	Total ..		43,998	188,202		89,265 35,242	
	C. P. R. Steamers	24					549,168.44
	East		18,629	56,731		25,862 12,848	
	West		35,633	67,934	Nil.	53,664 18,599	
	Total ..		54,262	124,665		79,526 31,447	
	Grand Total.	52	98,260	312,867		168,791 66,689	

CARGO EXPORTED FROM CANADA DURING YEAR 1912.

By	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons Weight.	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value.
			\$			\$			\$
Allan steamers.	43,709	46,446	7,309,626	16,992	14,330	4,016,411	60,701	60,776	11,326,037
C.P.R. steamers	25,061	13,190	2,868,071	18,454	26	5,005,707	43,515	13,216	7,873,778
Total	68,770	59,636	10,177,697	35,446	14,356	9,022,118	104,216	73,992	19,199,815

PRINCIPAL ARTICLES EXPORTED.

BY ALLAN LINE STEAMERS.

Of Canadian origin.

Meats, canned salmon, codfish, clams, apples, canned apples, wheat, flour, oatmeal, lined cakes, hay, leather, furs, lumber, deals, organs, zinc dress, silver ingots, lobsters, bacon and electric goods.

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Of United States origin.

Meats, poultry, lard, cottons, dried plums, hoghair, wheat, flour, oatmeal, yarn and crude potash

BY C. P. R. STEAMERS.

Of Canadian origin.

Asbestos, copper, nickel matte, silver ore, silver ingots, aluminium ingots, lumber, meats, leather, cheese, wheat, flour, oatmeal, apples, zinc dross, sal ammoniac skimmings, raw furs, scrap brass, pul board, wool, salmon, rags, bacon, hay, organs and parts thereof, agricultural implements, acetate of lime and linseed cake.

Of United States origin.

Meats, lard, cereal foods, evaporated plums, doors, wheelbarrows, canned crabs, provisions, washboards and dressed poultry.

CANADA AND CUBA.

ELDER, DEMPSTER & COMPANY, LTD.

Contract No. 43.

T. & C. File No. 13213.

Vote 169.—Steam Service between Canada and Cuba.

1912-13.....	\$25,000
1913-14.....	25,000

Contractors.

Elder, Dempster & Co., Ltd., of Liverpool, Eng.

Contract Dated.

May 10, 1912.

Duration of Contract.

May, 1912 to March 31, 1913

Service.

Monthly.

Ports of Call.

St. John, N.B., and Havana, Cuba. Contractors have the option of calling at Nassau in the Bahamas, and at the Bermudas.

Speed Required.

10 knots.

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Additional Steamships.

Should there be, in the opinion of the Minister, sufficient cargo at St. John to justify the placing of an additional steamship upon the route, the Contractors shall provide such additional steamship without further subsidy.

Intercolonial Railway Clause.

Included.

Canadian Trade Commissioners.

To be carried free.

Subsidy.

\$1,250 for each trip from St. John to Cuba.

Mails.

To be carried free.

Distance.

St. John to Havana, 1,600 miles.

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.		Refrigerator space.	N.H. P.	Speed	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross.	Capacity.	1st Cl.	2nd Cl.				At	In	Of
	Ft.	Ft.	Ft.			D.W.			C.F.		Knots			
Bornu...	345	42·2	23	2,074	3,238	4,300	65	36	Nil.	296	10·5	Barrow.	1899	Steel.
Sokoto..	345	42·2	23	1,969	3,092	4,210	65	24	Nil.	296	10·8	Barrow.	1899	Steel.

TRAFFIC RETURNS.

Year.	No. of Round Trips run.	Passengers Carried.	FREIGHT CARRIED.		Live Stock.	Mails.	Subsidy Paid.
			Tons. Weight.	Tons. Measurement.			
1910.....	8	Nil.	5,888	32,968	Nil.	Nil.	\$25,000 90
1911.	9	Nil.	Nil.	35,325	Nil.	Nil.	\$18,749 97
1912 (June to Dec.)..	6	Nil.	595	4,730	Nil.	7 bags.	\$7,500 00

During 1910 and 1911 the service was performed by Messrs. William Thomson & Co., of St. John. It is an outward service only.

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CARGO EXPORTED FROM CANADA DURING 1912.

CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
Tons. Weight.	Tons. Measure- ment.	Value. \$	Tons. Weight.	Tons. Measure- ment.	Value. \$	Tons. Weight.	Tons. Measure- ment.	Value. \$
595	4,730	62,967	Nil.	Nil.	Nil.	595	4,730	62,967

PRINCIPAL ARTICLES EXPORTED.

Of Canadian origin: Fish, potatoes, paper, lumber, hay and oats.

CANADA AND MEXICO.

(Atlantic Service.)

ELDER, DEMPSTER & COMPANY, LTD.

Contract No. 44.
T. & C. File 11895.

Vote 170.—Steam Service between Canada and Mexico upon the Atlantic Ocean.

1912-13.....	\$50,000
1913-14.....	50,000

Contractors.

Elder, Dempster & Co., Ltd., of Liverpool, England.

Contract Dated.

August 29, 1910.

Duration of Contract.

September 15, 1910 to December 31, 1912. (Afterwards extended by Order in Council to March 31, 1913).

Service.

Monthly.

Ports of Call.

(a) during open navigation on the St. Lawrence:—From Montreal to Charlottetown, P.E.I., (whenever reasonable freight or passengers are offered from that port), Halifax, N.S., Nassau, in the Bahamas, a port or ports in the island of Cuba, Progreso, Mex., Vera Cruz, Mex., and Tampico, Mex., and, when so required by the Minister, at Coatzacoalcas, Mex.; and upon all return voyages calling at Halifax, and at the option of the contractors, at a port or ports in Cuba and at Nassau.

(b) during closed navigation on the St. Lawrence:—

From Halifax, N.S., to Nassau, in the Bahamas, a port or ports in Cuba, Progreso, Mex., Vera Cruz, Mex., and Tampico, Mex., and, when so required by the Minister, at Coatzacoalcas, Mex.; returning from Mexico to Halifax, calling, at the option of the contractors, at a port or ports in Cuba and at Nassau.

Speed Required

Not less than 10 knots.

Subsidy.

\$50,000 per annum, in monthly payments of \$4,166.66.

Intercolonial Railway Clause.

Included.

Canadian Trade Commissioners.

To be carried free.

Accommodation for Halifax Cargo.

To be reserved upon each trip, as may be required.

Mails.

To be carried free.

<i>Distances.</i>		Miles.
Montreal to Halifax.....		921
Halifax to Nassau.....		1,381
Nassau to Havana.....		373
Havana to Tampico.....		852
Tampico to Vera Cruz.....		218
Vera Cruz to Progresso.....		396
		4,141

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.		Refrigerator space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.				At	In	On
	Ft.	Ft.	Ft.			D. W.			C. F.		Knots.			
Bornu..	345	42·2	23	2,074	3,238	4,300	65	36	Nil.	296	10·5	Barrow	1899	Steel.
Sokoto .	345	42·2	23	1,969	3,092	4,210	65	24	Nil.	296	10·8	Barrow.	1899	Steel.

SESSIONAL PAPER No. 10e

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.
1907...	12	700			45,811		Not stated.	Not stated.		\$50,000 00
		First Class.	Second Class.	Third Class.	Tons. Weight.	Tons. Meas't.		Lock Bags.	Tied Sacks.	
1908...	12	153	762	189	14,855	63,845	Nil.	3	Nil.	\$50,000 00
1909...	12	128	1,217	1	16,337	41,990	.....	4	.....	\$50,000 00
1910...	12	118	396	2	13,642	31,229	Nil.	7	4	\$50,000 00
1911...	12	330	415	Nil.	14,129	55,981	Nil.	104	25	\$50,000 00
1912. .	12	In... 92 Out..150	28 314	1 6	9,633 12,662	30,704 11,617	Nil.	15 96	5 22	\$50,000 00
	Total...	242	342	7	22,295	42,321	.....	111	27	

CARGO EXPORTED FROM CANADA DURING 1912.

To.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons weight.	Tons measurement.	Value.	Tons weight.	Tons measurement.	Value.	Tons weight.	Tons measurement.	Value.
			\$			\$			\$
Nassau	1,035	266	44,298	.....	.....	.....	1,035	266	44,298
Havana	4,378	11,350	269,370	20	.....	410	4,398	11,350	269,780
Mexico.....	3,591	.....	119,060	171	.....	8,525	3,762	.....	127,585
British Columbia via Tehuantepec..	3,467	1	378,991	.....	.....	.....	3,467	1	378,991
Totals.	12,471	11,617	811,719	191	Nil.	8,935	12,662	11,617	820,654

PRINCIPAL ARTICLES EXPORTED.

*Of Canadian Origin.**To Nassau:* Oats, potatoes, fish, cheese, hay, apples, flour and stationery.*To Havana:* Fish, potatoes, hay, paper, cheese, lumber, oats, stationery and apples.

To Mexico: Paint, paper, carbide, asbestos sheathing, canned lobsters and barley.

To British Columbia, via Tehuantepec : Soda, nails, canned goods, machinery, paints and oils, washing powder, sewing machines, oil, wire, iron bars, files, grindstones, ice skates, spikes, iron pipe, babbit metal, coffee and carbide.

Of United States Origin.

To Mexico: Soda ash and caustic soda.

To Havana: Caustic soda.

CANADA AND NEWFOUNDLAND.

THE REID NEWFOUNDLAND COMPANY, LTD.

Contract No. 60.

T. & C. File No. 13298.

Vote 171.—*Steam Service or services between Canada and Newfoundland.*

1912-13.....	\$50,000
1913-14.....	50,000

Contractors.

The Reid Newfoundland Company, Ltd., of St. John's, Nfld.

Contract Dated.

June 21, 1912.

Duration of Contract.

April 1, 1912, to March 31, 1913.

Service.

From April 1 to June 2, 1912, inclusive, three round trips each week ; and on and after June 3rd, 1912, daily except Sunday. between North Sydney and Port aux Basques.

Should Port aux Basques or North Sydney be blocked with ice at any time, the service may, at the option of the contractors, be performed to Placentia, Nfld., and Louisburg, N.S., respectively.

Ports of Call.

North Sydney (or Louisburg) N. S., and Port aux Basques (or Placentia) Nfld.

New Steamer.

A new steamship, now in course of construction, of the same class as the *Bruce*, will be substituted for the *Intermore* as soon as possible.

Speed Required.

Not stated.

Subsidy.

(a) at the rate of \$57.70 for each round trip performed from April 1, 1912 to and including June 2, 1912; and

(b) at the rate of \$50,000 per annum on and after June 3, 1912, until the expiration of the contract, payable at the rate of \$160.25 for each round trip performed during the said period.

Subsidy payable on June 30, September 30, December 31 and March 31.

Mails.

Not required to carry mails.

(The carriage of mails is paid for by the Post Office Department, at the rate of 50c. per lb., for letters and 5c. per lb., for printed matter.)

Canadian Trade Commissioners.

To be carried free.

Distances.

	Miles.
North Sydney to Port aux Basques.....	101
Louisburg to Placentia.....	250

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator space.	N. H. P.	Speed.	BUILT		
	Length.	Breadth	Depth.	Net.	Gross.	Capa- city.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							c.ft.		Kts			
Bruce.....	250·4	36·2	23·1	663	1,555	1,365	75	....	150	Nil.	521	15	Glasgow.	1912	Steel.
Glencoe	208·0	30·1	16·7	336	767	....	42	125	...	Nil.	185	13	Pointhouse.	1899	Steel.
Invermore. ...	250·2	30·0	14·7	440	975	...	....	....	....	....	280	....	Whiteinch.	1881	Iron.

TRAFFIC RETURNS.

No service was run during 1907.

Calendar Year.	No. of round trips run.	PASSENGERS CARRIED.		Tons Freight Carried.	Live Stock.	MAILS.		Subsidy Paid.
		First Class.	Second Class.			Sealed Bags.	Tied Sacks.	
1908	153	5,351	9,223	10,176	764	2,112	11,796	\$12,272 00
1909	150	7,981	13,141	9,886	449	1,927	14,037	\$9,646 50
1910	155	6,427	12,994	15,507	1,203	1,896	14,872	\$9,993 00
1911	159	6,765	11,178	16,538	1,635	1,704	12,633	\$9,006 50
1912	222	In	4,495	6,195	13,041	1,314	7,268	\$31,874 90
		Out	4,717	7,491	1,710	55	2,030		8,768
Total.....		9,212	13,686	14,751	1,674	3,344	16,036	

CARGO EXPORTED FROM CANADA IN 1912.

(Including Live Stock).

CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
Tons weight.	Tons measure-ment.	Value.	Tons weight.	Tons measure-ment.	Value.	Tons weight.	Tons measure-ment.	Value.
		\$			\$			\$
12,224	Nil.	894,220	1,821	Nil.	317,936	14,046	Nil.	1,212,156

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.

Flour, oats, hay, bran, furniture, oil, cattle, pigs, iron and steel bars, stone-ware, wire mats, fresh meal, condensed milk, trunks, machinery, pulp board, stoves and felt.

Of United States Origin.

Flour, oats, dried fruit, pork, beef, leather, feathers, broom corn, glue and machinery.

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CANADA, THE WEST INDIES AND SOUTH AMERICA.

PICKFORD AND BLACK, LIMITED.

Contract No. 9.

T. & C. File No. 13135.

Vote 172.—Steam service between Canada and the West Indies or South America, or both.

1912-13.....	\$150,000
1913-14.....	\$229,500

Contractors.

Pickford and Black, Limited, of Halifax, N.S.

Contract Dated.

April 15, 1912.

Duration of Contract.

May 10, 1912, to July 1, 1913.

Service.

Alternate services as follows, sailing from St. John:—

- (a) calling at Halifax, and sailing thence at regular intervals of 24 days to Bermuda, St. Kitts, Antigua, Barbados, Trinidad and Demerara, and returning to St. John, calling on the homeward voyage at Trinidad and Barbados.
- (b) On each alternate voyage calling at Halifax; thence every 24 days to Bermuda, Montserrat, Dominica, St. Lucia, St. Vincent, Barbados, Trinidad and Demerara, and returning to St. John, calling on the homeward voyage at Trinidad, Barbados, St. Vincent, St. Lucia, Dominica, Montserrat, Antigua, St. Kitts and Bermuda.

Ports of Call.

As above.

Speed Required.

10 knots.

Subsidy.

\$100,000 per annum, payable in monthly instalments of \$8,333.33.

Canadian Trade Commissioners.

To be carried free.

Mails.

To be carried free.

Intercolonial Railway Clause.

Included.

Distances.

St. John to Halifax.....	292 miles.
Halifax to Bermuda.....	750 “
Bermuda to Montserrat.....	982 “
Montserrat to St. Lucia.....	180 “
St. Lucia to St. Vincent.....	55 “
St. Vincent to Barbados.....	95 “
Barbados to Trinidad.....	205 “
Trinidad to Demerara.....	357 “
	<hr/>
	2,916 “
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Demerara to Trinidad.....	357
Trinidad to Barbados.....	205
Barbados to St. Vincent.....	95
St. Vincent to St. Lucia.....	55
St. Lucia to Dominica.....	83
Dominica to Montserrat.....	97
Montserrat to Antigua.....	38
Antigua to St. Kitts.....	60
St. Kitts to Bermuda.....	925
Bermuda to St. John.....	780
	<hr/>
	2,695
	<hr/>

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator Space.	N. H. P.	Speed, Knots.	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross.	Capa- city.	1st Class.	2nd Class.	3rd Class.				At.	In.	Of.
	Ft.	Ft.	Ft.							C.ft					
Ocamo.	300·1	33·8	25·0	1,228	1,910	2,250	44	27	As required.	Nil.	229	11	Glasgow....	1877	Iron.
Oruro	301·5	33·2	25·1	1,249	1,919	2,500	40	24		Nil.	233	11	Glasgow....	1878	Iron.
Briardene ...	335	39	26	1,723	2,701	4,000	Nil.	Nil.		Nil.	305	12	Greenock...	1882	Iron.
Rhodesian...	330	41·3	29·7	2,054	3,192	4,750	Nil.	....		Nil.	329	11	Hebburn-on- Tyne.....	1890	Steel.
Cromarty ...	300	41·5	27·2	1,735	2,741	4,715	Nil.		Nil.	229	10	Wellington Quay - on - Tyne....	1892	Steel.

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TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Number of Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.	
1907.....	30	.....6,510			.....119,787		Not stated.	Not stated.		\$ cts 63,510 00
		1st Class.	2nd Class.	3rd Class.							
					Tons Weight.	Tons Measure-ment.		Lock Bags.	Tied Sacks.		
1908.....	30	1,558	1,065	1,738	36,113	79,154	86	52	3,833	65,700 00	
		Passengers.....		4,361	Freight... .115,267						
1909	30	1,573	987	1,993	53,129	54,953	1,100	246	3,805	65,700 00	
		Passengers		4,553	Freight.....118,082						
1910.....	30	1,595	1,170	2,748	66,474	82,800	390	463	3,225	65,700 00	
		Passengers.....		5,513	Freight.....149,274		.....	..	....
1911.... ..	29	1,044	857	1,346	69,927	76,398	151	209	2,543	65,700 00	
		Passengers.....		3,247	Freight.....146,325						
1912.....	30	In 641	659	668	59,180	4,006	8	74	1,079		
		Out 449	610	380	6,372	82,247	98	94	1,479		
		Total 1,090		1,269	1,048	65,552	86,253	106	168	2,568	87,613 86
		Passengers.....		3,407	Freight.....180,132						

CARGO EXPORTED FROM CANADA DURING 1912.
(Including Live Stock).

FROM.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons. Weight.	Tons. Measure-ment.	Value.	Tons. Weight.	Tons. Measure-ment.	Value.	Tons. Weight.	Tons. Measure-ment.	Value.
			\$			\$			\$
St. John... Halifax....	1,377½	20,099¼	383,536	.....	.....	.....	1,377½	20,099¼	383,536
	5,044¾	62,147½	1,941,990	5,044¾	62,147½	1,941,990
Total	6,422¼	82,247¼	2,325,526	Nil.	Nil.	Nil.	6,422¼	82,247¼	2,325,526

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PRINCIPAL ARTICLES EXPORTED FROM CANADA.

All of Canadian origin.

Fish, canned salmon, canned goods, flour, feed, meal, oilmeal, hay, oats, cheese, butter, eggs, apples, potatoes, split peas, vegetables, groceries, beef, live stock, mineral water, tea, soap, sulphate of ammonia, fertilizer, lumber, shingles, shooks, laths, furniture, chairs, brooms, brushes, stoves, trunks, rope, cordage, nails, paper and biscuits.

CANADA AND SOUTH AFRICA.

D. W. CAMPBELL.

Contract No. 2.

T. & C. File No. 12572.

Vote 173.—Steam service between Canada and South Africa.

1912-13.....	\$146,000
1913-14.....	\$146,000

Contractor.

D. W. Campbell, of Montreal, Que.

Contract dated.

September 14, 1911.

Duration of Contract.

October 1, 1912 to September 30, 1913.

Service.

Monthly, during the first 15 days of each month.

Ports of Call.

From Montreal, calling at Quebec, and, at the option of the contractors, at other Canadian ports during the season of open navigation on the St. Lawrence; and, during closed navigation on the St. Lawrence, from St. John, calling at Halifax, and, at the option of the contractors, at other Canadian ports; proceeding direct to Cape Town and not less than two other South African ports.

Speed Required.

10 knots.

Subsidy.

\$146,000 per annum, payable quarterly.

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Cold Storage.

There must be accommodation for not less than 200 tons of cargo in cold storage on each ship. The contractors must provide such further cold storage accommodation as may be needed from time to time.

Mails.

To be carried free.

Canadian Trade Commissioners.

To be carried free.

Exemption from calling at Canadian Ports.

If sufficient cargo is not forthcoming from any of the ports of call in Canada the Minister may relieve the contractors from the obligation of calling at such ports.

Distances.

Montreal to Cape Town.....	7,338 miles.
“ to Port Elizabeth.....	7,778 “
“ to East London.....	7,909 “
“ to Durban.....	8,162 “
St. John to Cape Town.....	6,978 “
“ to Port Elizabeth.....	7,413 “
“ to East London.....	7,549 “
“ to Durban.....	7,802 “

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.				Refrigerator Space.	BUILT.				
	Length.	Breadth.	Depth.	Net.	Gross.	Cargo Capacity, W.	Passenger Accommodation, 1st Class.		N.	Yr.	At	In	Of
	Ft.	Ft.	Ft.					Cu. Ft.		Kts.			
Melville.....	385·0	48·8	26·0	2,872	4,439	7,200	12	59,647	359	11	Port Glasgow	1902	Steel.
Canada Cape	350·0	48·0	20·2	2,795	4,286	6,500	6	65,940	372	10	Howdon-on-Tyne..	1904	Steel.
Perin.....	375·2	47·3	18·8	2,788	4,313	7,100	2	9,200	396	11	Wallsend-on-Tyne	1907	Steel.
Bendu.....	375·2	47·3	18·8	2,821	4,319	7,100	2	9,200	396	11	Wallsend-on-Tyne	1906	Steel.
Monarch....	470·0	56·0	31·9	4,776	7,355	12,500	6	26,500	548	11	Wallsend	1897	Steel.
Yola.....	356·0	45·2	18·7	2,246	3,504	5,625	12	Nil.	296	10	Sunderland.	1888	Steel.
Kaduna... ..	360·0	52·0	26·2	2,308	4,455	8,100	12	10,000	339	10	Middlesbrough..	1910	Steel.
Kwarra.....	360·0	52·0	26·4	2,304	4,441	8,100	12	10,000	428	10	..	1910	Steel.
Coaling.	340·0	47·1	27·4	2,475	3,794	6,500	Nil.	Nil.	317	10	West Hartlepool..	1906	Steel.
Newman.....	400·4	52·5	35·6	4,068	6,385	9,670	6	4,000	510	10	Newcastle-on-Tyne	1912	Steel.
Benguela. ..	425·5	53·0	29·2	3,534	5,520	8,529	4	10,390	523	12	..	1910	Steel.

TRAFFIC RETURNS (Outward voyages).

Calender Year.	No. of trips run.	Number of Passengers Carried.	Tons of Freight Carried		Live Stock.	Mails.	Subsidy Paid.
1907.....	12	Not stated....	47,314		Not stated....	Nil.	\$ cts. 146,000 00
			Weight	Meas.			
1908... ..	12	5	25,690	16,977	69	Nil.	146,000 00
1909.....	12	21	29,840	26,140	Nil.	Nil.	146,000 00
1910.....	12	9	23,203	33,145	369	Nil.	146,000 00
1911.....	12	26	31,385	37,800	667	Nil.	146,000 00
1912.....	(a) 9	2	23,409	25,092	479	Nil.	109,500 00
	(b) 3	12	7,801	9,888	534		36,500 00
	12	14	31,210	34,980	1,013	Nil.	146,000 00

(a) Under contract with Elder, Dempster & Co.
(b) Under contract with D. W. Campbell.
From 1907 to October, 1912, the service was performed by Messrs. Elder, Dempster & Co.
No cargo is carried inward.

CARGO EXPORTED FROM CANADA DURING 1912.

CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
Tons Weight.	Tons Measure-ment.	Value. \$	Tons Weight.	Tons Measure-ment.	Value. \$	Tons Weight.	Tons Measure-ment.	Value. \$
Under contract with Elder, Dempster & Co. (Jan. 1 to Sept. 30).								
21,603	16,318	2,134,524	1,806	8,774	926,439	23,409	25,092	3,060,963
Under contract with D. W. Campbell (Oct. 1 to Dec. 31.)								
7,298	5,772	721,895	503	4,116	330,824	7,801	9,888	1,052,719
Total exports to South Africa during 1912.								
28,901	22,090	2,856,419	2,309	12,890	1,257,263	31,210	34,980	4,113,682

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.

Flour, agricultural machinery, calcium carbide, binder twine, automobiles, paper, cattle, lumber, wax, carriageware, cereal foods, eggfillers, chairs, woodenware, wheat and furniture.

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Of United States Origin.

Automobiles, mining machinery, fruit jars, lumber, mules, wax, condensed milk, chairs and wheelbarrows.

HALIFAX, ST. JOHN'S, NFLD., AND LIVERPOOL.

FURNESS, WITHY & CO., LTD.

Contract No. 3.

T. & C. File No. 13236.

Vote 174.—*Steam service between Halifax, St. John's, Nfld., and Liverpool.*

1912-13.....	\$20,000
1913-14.....	\$20,000

Contractors.

Furness, Withy & Co., of West Hartlepool, England.

Contract Dated.

May 20, 1912.

Duration of Contract.

April 1, 1912 to March 31, 1913.

Service.

Sailing once in every 17 days from each of the terminal ports of Halifax and Liverpool, calling each way at St. John's, Nfld.

Ports of Call.

Halifax, St. John's, Nfld., and Liverpool.

Speed Required.

10 knots.

Subsidy.

\$20,000. per annum, payable quarterly in July, October, January and April.

Intercolonial Railway Clause.

Included.

Canadian Trade Commissioners.

To be carried free.

Mails.

To be carried free.

Distance.

Halifax to Liverpool, 2,453 miles.

3 GEORGE V., A. 1913

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator space.	N. H. P.	Speed. Knots.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Cubic capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							C.F.					
Durango.....	332	41.7	28.8	1,927	3,008	4,834	2	...	...	...	299.12	Sunderland..	1895	Steel.
Venezuela....	308.7	41.5	28.9	1,910	2,968	4,560	2	...	...	...	255.11	Sunderland..	1891	Steel.
Almeriana....	324.8	40.2	25.1	1,824	2,906	4,302	4	...	...	...	349.12	Middles-		
Gulf of Venice	331.1	42.3	28.6	1,884	3,022	4,078	2	...	...	...	410.12	borough....	1889	Steel.
												West			
Florence.. ...	293.5	40.2	26.1	1,609	2,493						200	Hartlepool.	1883	Iron.	
												Sunderland...	1889	Steel.	
Toronto.....	331.6	41.7	26.0	1,913	2,987						200	Sunderland...	1895	Steel.	

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Losses.	Mails, Packages.	Subsidy Paid.
1907....	26	353	65,832	Not stated.	Not stated...	\$17,500
1908....	25	53	44,132	Nil.	54	20,000
1909....	27.5	85	50,847	Nil.	Nil.	20,000
1910....	27	80	103,144	Nil.	Nil.	20,000
1911....	25	64	114,357	Nil.	Nil.	20,000
1912....	25	In..... 42 Out..... 21	18,724 85,942	Nil.	17 Nil	19,583.33
		Total 63	104,466		17	

CARGO EXPORTED FROM CANADA DURING 1912.

To.	Canadian Origin.			United States Origin.			Total.		
	Tons Weight.	Tons Meas't.	Value.	Tons Weight.	Tons Meas't.	Value.	Tons Weight.	Tons Meas't.	Value.
			\$			\$			\$
St. John's, Nfld...	1,977	2,117	193,237	2,274	827	311,232	4,251	2,944	504,469
Liverpool.....	2,022	76,725	1,133,859	Nil.	Nil.	Nil.	2,022	76,725	1,133,859
Total	3,999	78,842	1,327,096	2,274	827	311,232	6,273	79,669	1,638,328

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PRINCIPAL ARTICLES EXPORTED IN 1912.

TO LIVERPOOL.

All of Canadian Origin.

Lumber, boxboards, wood tops, wood shanks, apples, cider, canned apples, canned lobsters, canned beef, fish, seal oil, cod oil, tallow, oats, cheese, furs, machinery, lawn mowers, wire fencing, scrap brass, metals, lead ashes, leather, sacks and bone black.

TO ST. JOHN'S.

Canadian Origin

Apples, fruits, peas, canned vegetables, hay, flour, cheese, condensed milk, confectionery, meats, fish, medicines, tea, dry goods, rubbers, paper, stoves, smallwares, roofing, bricks, paint, nails, cordage, sacks, tripoli and naphtha.

United States Origin

Boots and shoes, shoe manufacturing material, furniture, hardware, canned and pickled meats, lard, provisions, groceries, flour, feed, corn, rolled oats, meal, seeds, earthenware and bottled beer.

MONTREAL, QUEBEC AND MANCHESTER (Summer Service).

ST. JOHN, HALIFAX AND MANCHESTER (Winter Service.)

MANCHESTER LINERS, LTD.

(FURNESS, WITBY & CO., AGENTS.)

Contract No. 23.

T. & C. File No. 13,235.

Vote 175.—Steam service between Montreal, Quebec and Manchester, England, during the summer season; and between St. John, Halifax and Manchester during the winter season.

1912-13.....	\$35,000
1913-14.....	\$35,000

Contractors.

The Manchester Liners, Ltd., of Manchester, England.

Contract Dated.

May 20, 1912.

Duration of Contract.

April 1, 1912 to March 31, 1913.

Sailings.

Fortnightly sailings between Canada and Manchester, each way.

Ports of Call.

During the season of open navigation on the St. Lawrence; Montreal, Quebec and Manchester.

During closed navigation on the St. Lawrence; St. John and Manchester, calling on all voyages inwards at Halifax, N.S.

Freight offered at Halifax for Manchester shall be taken on board at Halifax on west-bound trips, and freight rates on such goods shall not be higher than would be charged were the goods shipped direct.

Freight Rates.

Freight rates are not to exceed the rates current by other vessels or lines, less the rates charged or chargeable by the Manchester Ship Canal Company for use of or towage through the said canal, or both.

Cold Storage.

As regards the steamers provided with cold storage, the contractors shall maintain the same in constant efficiency, and operate it at all times when cargo is being stowed or carried in cold storage compartments.

Speed Required.

10 knots.

Subsidy.

\$35,000 per annum, payable quarterly in July, October, January and April.

Intercolonial Railway Clause.

Included.

Canadian Trade Commissioners.

To be carried free.

Mails.

To be carried free.

Distances.

Manchester to Montreal	2,835 miles.
Manchester to St. John	2,767 “

SESSIONAL PAPER No. 10e

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Acc., 1st Class.	Refrigerator Space.	N.H.P.	Speed.	BUILT		
	Length.	Breadth	Depth.	Net.	Gross.	Capa- city.					At	In	Of
	Ft.	Ft.	Ft.					Cu. Ft.		Kts			
Manchester Mariner....	360	48	20·2	2,672	4,106	6,838	3	Nil.	403	11	Hartlepool..	1904	Steel.
Manchester Shipper.....	370	48	26·3	2,542	4,038	6,951	9	Nil.	379	11	West Hartlepool	1900	Steel.
Manchester Port.....	360	48	20·2	2,662	4,093	6,906	3	Nil.	400	10½	Hartlepool..	1903	Steel & Iron
Manchester Trader.....	340	42·7	27	2,136	3,318	4,465	3	2,500	354	11	Londonderry..	1890	Steel.
Manchester Spinner....	360	48	20·2	2,760	4,227	7,158	Nil.	Nil.	372	11	Howdon-on-Tyne..	1903	Steel.
Manchester Importer....	370	48	26·3	2,538	4,028	6,966	9	Nil.	379	11	West Hartlepool..	1899	Steel.
Manchester Exchange...	360	48	30	2,649	4,091	6,569	2	Nil.	374	10	West Hartlepool..	1901	Steel.
Manchester Corporation.	430	48	34	3,467	5,400	7,848	10	Nil.	541	12	West Hartlepool.	1899	Steel.
Manchester Commerce..	430	48	34	3,444	5,363	7,848	10	10,000	541	12	West Hartlepool..	1899	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Number of Passengers Carried.	FREIGHT CARRIED.		Number of Live Stock Carried.	Bags of Mail.	Subsidy Paid.
			Weight.	Measure- ment.			
			Tons.	Tons.			
1907	25	110	122,152	Nil.	Not stated.	Not stated.	\$35,000 00
1908	30	Nil.	112,794	59,908	6,678	Nil.	\$35,000 00
1909	40	54	474,042	59,190	9,525	Nil.	\$34,781 25
1910	42	91	181,972	27,673	4,122	Nil.	\$35,000 00
1911	42½	77	204,524	50,990	3,696	Nil.	\$35,000 00
1912	40½	In..... 68	56,754	23,062	80	Nil.	35,000 00
		Out.... 23	200,889	64,145			
		Total... 91	257,643	87,207	80		

CARGO EXPORTED FROM CANADA DURING 1912.

Canadian Origin.			United States Origin.			Total.		
Tons Weight.	Tons Measure't.	Value.	Tons Weight.	Tons Measure't.	Value.	Tons Weight.	Tons Measure't.	Value.
116,245	56,990	\$ 7,414,995	34,644	7,155	\$ 3,938,316	200,889	64,145	\$ 11,353,311

PRINCIPLE ARTICLES EXPORTED DURING 1912.

FROM ST. JOHN.

Of Canadian Origin.

Deals, lumber, last blocks, washboards, wood stems, pulpboard, wheat, oats, barley, flour, oatmeal, hay, grapenuts, cheese, apples, asbestos fibre, crude asbestos, phosphorus, arsenic, zinc ashes, mineral white, cobalt oxide, corundum, hardware, leather and belting.

Of United States Origin.

Automobile parts, cotton, meats, alrd, grapenuts, post toasties, timber, maple blocks, maple flooring, clay pigeons and traps, doors and handles.

FROM HALIFAX.

All Canadian Origin.

Timber, boxboards and apples.

FROM MONTREAL.

Canadian Origin.

Wheat, oats, cereal foods, linseed cakes, oil cakes, hay, cheese, apples, leather, lumber, pickets, pulpboard, asbestos fibre, corundum, dross, machinery, rags, cotton waste, and jewellers' sweepings.

United States Origin.

Wheat, oats, starch, cereal foods, corn sugar, corn syrup, provisions, lumber, handles, skewers, steel rods and bars, asbestos fibre and washing powder.

FROM QUEBEC.

All Canadian Origin.

Timber, boards, deals, handles, pulpboard, asbestos and leather.

PRINCE EDWARD ISLAND AND GREAT BRITAIN.

Manchester Liners, Ltd.

Contract No. 64.
T. & C. File 13343.

Vote 176.—*Steam Service between Prince Edward Island and Great Britain.*

1912-13.....	\$7,500
1913-14.....	7,500

Contractors.

Manchester Liners, Ltd., of Manchester, England.

SESSIONAL PAPER No. 10e

Contract Dated.

July 22, 1912.

Duration of Contract.

October, 1912 to December 31, 1912.

Service.

Three sailings to be made from Charlottetown to Manchester during 1912 as follows :—*Manchester Shipper*, sailing October 7. *Manchester Trader*, sailing October 28. *Manchester Inventor*, sailing November 25.

Ports of Call.

Charlottetown, P.E.I., and Manchester, Eng. Steamers may call at other Canadian ports, on the condition that Charlottetown shall be the last port of departure direct for Manchester.

Speed Required.

Not stated.

Cold Storage.

Cold storage and forced ventilation fans are provided on the *Manchester Trader*, and forced ventilation on the *Manchester Shipper*.

The cold storage plant on the *Manchester Trader* must be continuously operated whenever there is cargo in the cold storage compartments; and the forced ventilation fans on both ships are to be continuously operated on the above mentioned voyages, as well as while cargo is being loaded for such voyages.

Subsidy.

\$7,500 for three trips.

Mails.

Required to carry mails.

Distance.

Charlottetown, P.E.I., to Manchester, 2,476 miles.

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger accom- modation.	Refrigerator space.	N. H. U.	Speed—Knots.	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross.	Capa- city.					At	In	Of
	Feet.	Feet.	Feet.										
Manchester Trader.	340	421.7	27	2,136	3,318	4,465	3	2,500	354	11	London- derry.	1890	Steel
Manchester Shipper.	370	48	26.3	2,542	4,038	6,951	9	Nil.	379	11	West Hartlepool	1900	Steel
Manchester Inventor	360	48	28.1	2,775	4,247	7,170	Nil.	Nil.	372	10	Newcastle	1902	Steel

3 GEORGE V., A. 1913

TRAFFIC RETURNS.

Calendar Year.	Number of Trips Run.	Passengers Carried.	FREIGHT CARRIED.		Live Stock.	Mails.	Subsidy Paid.
			Weight.	Measure-ment.			
		No.	Tons.	Tons.			\$
1910 ...	3	Nil.	941	18	126	Nil.	7,500
1911....	3	2	520	Nil.	96	Nil.	7,500
1912....	3	Nil.	176	129	Nil.	Nil.	7,500

This is an outward service only.

CARGO EXPORTED FROM CANADA DURING 1912.

CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
Tons Weight.	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value.
176	129	\$ 5,393	Nil.	Nil.	\$ Nil.	176	129	\$ 5,393

PRINCIPAL ARTICLES EXPORTED IN 1912.

All Canadian Origin.

Hay, oats and apples.

ST. JOHN, DUBLIN AND BELFAST.

ULSTER STEAMSHIP COMPANY.

Contract No. 5

T. & C. File No. 13091.

Vcte 177.—Steam Service between St. John, Dublin and Belfast, during the winter season.

1912-13.....	\$7,500
1913-14.....	7,500

Contractors.

The Ulster Steamship Co., Ltd., of Belfast, Ireland.

Contract Dated.

March 23, 1912.

Duration of Contract.

December, 1912, to the opening of St. Lawrence navigation in 1913.

Service.

A service averaging not less than two sailings each month until not more than ten round trips have been run.

SESSIONAL PAPER No. 10e

Ports of Call.

St. John, N.B., and Belfast or Dublin, Ireland.

Speed Required.

10 knots.

Subsidy.

\$750 for each round trip from Belfast and Dublin to St. John, and return.

Mails.

To be carried free.

Canadian Trade Commissioners.

To be carried free.

Distances.

	Miles.
St. John to Dublin.....	2,550
St. John to Belfast.....	2,500

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			N. H. P.	Speed.	Passenger ac- commodation.	Refrigerator space.	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross.	Capa- city.					At	In	Of
	Ft.	Ft.	Ft.			Wgt.		Knots	1st Class.	C. F.			
Glenarm Head..	360	46·1	28·0	2,527	3,908	6,150	379	10½	6	Nil.	Belfast...	1897	Steel.
Black Head....	279	40·2	20·5	1,165	1,895	3,200	196	10½	4	Nil.	West Hartlep'ol	1912	"
Bray Head.....	330	41·5	25·1	2,019	3,150	4,800	264	10	2	Nil.	Wallsend.	1894	"
Inishowen Head.	341·7	40·0	30·2	1,987	3,050	4,700	309	10½	2	Nil.	Belfast...	1886	Steel & iron.
Bengore Head..	324	37·2	17·7	1,619	2,190	3,630	260	11	2	Nil.	Glasgow..	1884	Iron.
Dunmore Head.	302·4	40·2	19·5	1,458	2,293	3,500	258	10	4	Nil.	Belfast...	1889	Steel.
Ramore Head...	402·1	44·7	27·8	2,913	4,441	6,500	473	11	12	Nil.	" ..	1891	"
Carrigan Head..	370·6	45·1	31·6	2,717	4,201	6,200	438	11	8	Nil.	" ..	1901	"
Rathlin Head...	469	53	35·7	4,368	6,754	9,100	520	12	10	Nil.	" ..	1899	
Torr Head.....	452·8	50·3	31·2	3,868	5,911	8,400	463	11	8	Nil.	" ..	1894	"
Glen Head.....	256·5	34·5	17·9	995	1,600	2,225	173	10	2	Nil.	Shields...	1883	Iron.
Teelin Head....	275·4	35·3	18·1	1,083	1,718	2,500	187	10	2	Nil.	Belfast. ..	1883	Steel.
Howth Head....	380·4	48·4	28·8	2,877	4,440	6,300	462	11	6	Nil.	" ..	1906	"

3 GEORGE V., A. 1913

TRAFFIC RETURNS.

Calendar Year.	Number of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidies Paid.
1907....	6	Nil.	26,039	Nil.	Nil.	\$4,500
1908.....	4	Nil.	10,443	Nil.	Nil.	3,000
1909.....	3	Nil.	8,402	Nil.	Nil.	2,250
1910.....	7	Nil.	25,469	Nil.	Nil.	5,250
1911.....	4	Nil.	13,067	Nil.	Nil.	3,000
1912.....	8	Nil.	30,642	Nil.	Nil.	6,000

All the above freight was carried outward from Canada.

CARGO EXPORTED FROM CANADA DURING 1912.

CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.
		\$			\$			\$
30,137	378	1,168,070	91	36	6,039	30,228	414	1,174,109

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.

Wheat, lumber, flour, oats, apples, paper, hay, linseed cakes, washboards.

Of United States Origin.

Handles, washboards, flour, clover seed.

ST. JOHN AND GLASGOW.

DONALDSON LINE.

Contract No. 4
T. & C. File No. 12817.

Vote 178.—Steam service between St. John and Glasgow, during the winter season.

1912-13.....	\$15,000
1913-14.....	\$15,000

Contractors.

Donaldson Bros., of Glasgow, Scotland.

SESSIONAL PAPER No. 10e

Contract Dated.

December 28, 1911.

Duration of contract.

November, 1912, to April 30, 1913.

Service.

Weekly. Twenty complete round trips to be run prior to April 30, 1913.

Ports of Call.

St. John, N.B., and Glasgow, Scotland.

Speed Required.

10 knots.

Subsidy.

\$750 for each round trip from Glasgow to St. John and return.

Intercolonial Railway Clause.

Included.

Canadian Trade Commissioners.

To be carried free.

Mails.

To be carried free.

Distance.

St. John to Glasgow, 2630 miles.

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator Space.	N.H.P.	Speed, Knots.	BUILT		
	Length	Breadth	Depth.	Net.	Gross.	Capac- ity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							C. F.					
Salacia ...	390	46	28·7	2,636	4,134	5,900	Nil.	12	Nil.	Nil.	501	13½	Whiteinch...	1895	Steel.
Cassandra	455	53·2	29·1	5,228	8,135	8,500	Nil.	210	1,040	7,700	862	13½	Greenock...	1906	"
Lakonia ..	401·7	49·2	28·1	3,046	4,686	7,280	Nil.	12	Nil.	14,527	520	12	Govan..	1899	"
Athenia ..	478	56	32·5	5,523	9,080	10,500	Nil.	250	1,000	16,122	855	14	Barrow.....	1904	"
Parthenia.	400·5	52·1	29·3	3,310	5,760	8,555	Nil.	12	Nil.	16,000	489	12	Hartlepool..	1901	"
Saturnia..	455	55	40	5,494	8,611	8,250	Nil.	244	950	7,390	878	15	Glasgow....	1910	"
Pythia. ...	383	46	27	2,721	4,324	6,150	36	Nil.	600	4,116	419	11	"	1897	"
Kastalia	377	46	26	2,562	4,039	6,510	Nil.	Nil.	Nil.	Nil.	395	11	"	1897	"

3 GEORGE V., A. 1913

TRAFFIC RETURNS.

Calendar Year.	Number of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy Paid.
1907.....	17	1,855	87,491	Not stated.	Not stated.	\$ 8,500
1908.....	15	523	82,142	6,458	11	14,250
1909.....	16	1,129	80,444	6,064	16	10,500
1910.....	15	2,475	67,075	559	15	12,000
1911.....	11	4,517	82,822	422	16	8,250
1912.....	12	In 4,321 Out 1,629	20,818 59,299	349 14	13 Nil.	9,000
		Total 5,950	80,117	863	13	

CARGO EXPORTED FROM CANADA DURING 1912.

CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
Weight.	Measure-ment.	Value.	Weight.	Measure-ment.	Value.	Weight.	Measure-ment.	Value.
Tons.	Tons.	\$	Tons.	Tons.	\$	Tons.	Tons.	\$
56,817	Nil.	2,140,025	2,219	Nil.	391,510	59,306	Nil.	2,531,535

PRINCIPAL ARTICLES EXPORTED.

Of Canadian origin.

Apples, wheat, lumber, flour, oats and oatmeal, meats, cheese, leather, barley, hay, clover seed, straw, cobalt ore, canned apples, asbestos, oilcake and bacon.

Of United States origin.

Meats, hog hair, coal bags, lard, flour, evaporated plums and clay pigeons

ST. JOHN, HALIFAX AND LONDON.

(Winter Service.)

CANADIAN PACIFIC RAILWAY CO.

Contract No. 7

T. & C. File No. 12637.

Vote 179.—Winter steam service between St. John, Halifax and London.

1912-13.....	\$15,000
1913-14.....	15,000

SESSIONAL PAPER No. 10e

Contractors.

The Canadian Pacific Railway Co.

Contract Dated.

September 24, 1912.

Duration of Contract.

November, 1912 to May 8th, 1913.

Service.

10 round trips are to be run during the duration of the contract.

Ports of Call.

St. John and London, calling on all eastbound voyages at Halifax, N.S., and on all west bound voyages at Antwerp, Belgium.

Speed Required.

Not stated.

Subsidy.

\$1,500 for each round trip, payable on April 1, 1913.

Cold Storage.

The steamers are to be fitted with cold storage and cool air appliances, which are to be in constant operation while perishable cargo, fruit or vegetables requiring same are on board.

Westbound Freight Rates.

The rates charged on west bound freight from either London or Antwerp to Halifax shall in no case be greater than the rates charged from London or Antwerp to St. John.

Canadian Trade Commissioners.

To be carried free.

Mails.

Not required to carry mails.

Distances.

London to St. John, <i>via</i> Antwerp.	3,200 miles....
St. John to London, <i>via</i> Halifax...	2,959 "

3 GEORGE V., A. 1913

DESCRIPTION OF STEAMERS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	Refrigerator Accommodation.	N.H.P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In	Of
	Ft.	Ft.	Ft.					Cu. Ft		Kt's			
Lake Michigan ..	469	56	31	5,340	8,200	8,000	Nil.	Nil.	722	12	Wallsend.	1902	Steel.
Montezuma.	485	59	30	5,358	8,360	8,000	Nil.	Nil.	660	12	Linthouse	1899	Steel.
Montreal	469	56	31	5,552	8,644	8,000	Nil.	7,016	702	12	Wallsend. . . .	1900	Steel.
Mount Temple...	485	59	30	6,661	8,790	8,000	Nil.	Nil.	694	12	Walker-on-Tyne	1901	Steel.

TRAFFIC RETURNS.

Calendar Year.	Number of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907.....	12	12,409	100,451	Not stated.	Not stated.	\$15,000
1908.....	12	6,506	104,695	8,033	Nil.	15,000
1909.....	10	2,659	112,100	5,788	Nil.	12,500
1910.....	12	5,648	128,761	2,218	Nil.	15,000
1911.....	12	9,514	121,627	6,657	Nil.	15,000
1912.....	16	In 6,201 Out 287	25,180 80,992	Nil. 1,127	Nil.	15,000
		Total 6,488	106,172	1,127		

CARGO EXPORTED FROM CANADA DURING 1912.

CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
Tons weight.	Tons meas't.	Value \$	Tons weight.	Tons meas't.	Value \$	Tons weight.	Tons meas't.	Value \$
51,337	24,006	3,029,377	5,649	Nil.	1,811,594	56,986	24,006	4,840,971

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PRINCIPAL ARTICLES EXPORTED.

Of Canadian origin.

Lumber, asbestos, oats, wool, wheat, flour, apples, cereal foods, acetone, apple waste, evaporated apples, flour meal and feed, wood alcohol, oil cake, cheese, aluminium ingots, furs.

Of United States origin.

Oil, alcohol, skins, cattle, sheep, meats, lard, automobiles, hops and clay pigeons.

ST. JOHN, HALIFAX & LONDON.

FURNESS, WITHY & COMPANY.

Contract No. 6.

T. & C. File No. 13194.

Vote 180.—Steam Service between St. John, Halifax and London.

1912-13.....	\$25,000
1913-14.....	25,000

Contractors.

Furness, Withy & Co., Ltd., of West Hartlepool, England.

Contract Dated.

May 3, 1912.

Duration of Contract.

April 1, 1912, to March 31, 1913.

Service.

Sailing at regular intervals of not over 15 days, or during the fruit shipping season at intervals of ten days if so required by the Minister.

Ports of Call.

St. John, Halifax and London.

Speed Required.

12 knots, when carrying fruit.

Subsidy.

\$25,000, payable quarterly in July, October, January and April.

Ventilation.

All the steamers must be fitted with ventilated accommodation for carrying perishable cargo, such as apples or other fruit, cheese and provisions, provided with electric or steam driven ventilating fans. Such appliances shall be operated at all times when cargo is on board.

Carriage of Fruit.

The steamers are not to carry in any hold, or between any decks, more than five tiers of barrels of apples or other fruit, unless they are stowed in such manner as to relieve any tier from the weight of more than four other tiers.

Rebates.

The rate per barrel on apples from Halifax to London shall be the same to all persons under the same conditions, and no rebates shall be given to any Canadian exporter.

Mails.

To be carried free.

Canadian Trade Commissioners.

To be carried free.

Intercolonial Railway Clause.

Included.

Distance.

St. John to London, 2,900 miles.

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator Space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross.	Capa- city.	1st Class.	2nd Class	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.												
Kanawha	370	44	31·6	2,488	3,884	5,610	.....	..	.....	Nil.	491	13	Linthouse .	1893	Steel.
Shenandoah ...	370	44	31·6	2,492	3,886	5,610	.....	.	.....	Nil.	491	13	Linthouse .	1893	Steel.
Rappahannock.	370	44	31·6	2,488	3,884	5,500	.....	.....	.....	Nil.	485	13	Linthouse .	1893	Steel.
Tabasco	331·6	41·7	28·8	1,916	2,987	4,597	.....	.....	.....	Nil.	309	12	Sunderland	1895	Steel.
East Point.....	390	51	30·6	3,306	5,234	8,100	14	.....	.....	Nil.	463	12	Sunderland	1901	Steel.
Alleghany	354	50	31	2,789	4,262	7,110	.....	.....	.....	Nil.	380	10½	West		
Queen Wilhel- mina	363·5	46·2	29·3	2,307	3,590	5,924	2	.....	.....	Nil.	387	12	Hartlepool	1901	Steel.
													Sunderland	1893	Steel.
Grantley.....	279·1	40·1	20·6	1,154	1,869	3,200	...	...	.....	Nil.	175	9½	Sunderland	1908	Steel.

SESSIONAL PAPER No. 10e

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.		Live Stock.	Mails.	Subsidy Paid.
1907.....	34	17	172,358		Not Stated.	Not Stated.	\$19,250
			Weight	Meas.			
1908.....	29½	62	55,909	101,495	651	Nil.	25,000
1909.....	28½	105	77,815	87,505	Nil.	Nil.	25,000
1910.....	26½	204	70,046	82,125	Nil.	Nil.	25,000
1911.....	28	173	33,394	113,067	1	Nil.	25,000
1912.....	26	In 42 Out 73	29,075	17,719	2	Nil.	23,660.71
Total..	.....	115	67,627	115,696	4		

CARGO EXPORTED FROM CANADA DURING 1912.

CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
Tons weight.	Tons meas't.	Value \$	Tons weight.	Tons meas't.	Value \$	Tons weight.	Tons meas't.	Value \$
33,126	111,165	3,224,555	125	254	27,307	33,251	111,419	3,251,862

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.

Wheat, lumber, skewers, tanning extract, canned lobsters, cheese, carbolic acid, apples, canned apples, cider, sardines, furs, seal oil, glue, dowels, shingles, wood shanks, wood pulp, brooms and whisks.

Of United States Origin.

Lobsters, cocoanuts, rum, lumber, hops, wood alcohol and fish glue.

PACIFIC OCEAN.

CANADA AND AUSTRALIA OR NEW ZEALAND.

UNION STEAMSHIP COMPANY OF NEW ZEALAND, LTD.

Contract No. 27.

T. & C, File No. 12581.

Vote 181.—Steam Service between Canada and Australia or New Zealand, or both, on the Pacific Ocean.

1912-13.....	\$180,509
1913-14.....	180,509

Contractors.

The Union Steamship Co., of New Zealand, Ltd.

Contract Dated.

January 15, 1911.

Duration of Contract.

August 1, 1911, to August 1, 1916.

Service.

Sailing every four weeks.

Ports of Call.

Vancouver, B.C., Victoria, B.C., Honolulu, in the Sandwich Islands, Suva, in the Fiji Islands and Auckland, N.Z.

If required by the Minister, each voyage from Canada to New Zealand shall be extended to a port or ports in Australia.

Speed Required.

Duration of voyage is not to exceed 20 days, including one day's detention at Honolulu.

Subsidy.

£37,090.18s.2d. per annum.

Provided that the contractors shall be entitled to receive such subsidy as the Governments of New Zealand and Fiji may pay towards the service; and also the Government of Australia, should the service be extended to that Commonwealth.

Deductions from Subsidy.

£30 are to be deducted from the amount of subsidy payable on each claim for every complete period of 24 hours by which the time occupied in the conveyance of the mails between Auckland and Vancouver has exceeded 20 days.

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Preference to Canadian Shippers.

No discrimination as regards freight or passenger rates is to be made against Canadian ports, railways, merchants or shippers. Canadian merchants and shippers are to have preference at all times for the carriage of their goods over other merchants and shippers, as far as regards the Canadian connection.

Mails.

To be carried free.

Canadian Trade Commissioners.

To be carried free.

Distances.

	Miles.
Vancouver to Victoria.....	85
Victoria to Honolulu.....	2,342
Honolulu to Suva, Fiji.....	2,799
Suva to Auckland.....	1,140
	<hr/>
	6,366

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			Refrigerator Space.	N. H. P.	Speed.	BUILT		
	Length.	Breadth	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.						
	Feet.	Feet.	Feet.							Cu. Feet.		Knots.			
Marama.....	420·3	53·2	31·2	3,952	6,437	2,500	220	72	116	13,600	1,500	15	Greenock.	1907	Steel.
Makura	480	58	35	4,920	8,200	3,000	270	114	72	14,985	2,035	16½	Glasgow	1905	"
Moana	350·4	44·1	32·6	2,414	3,915	1,700	136	80	98	14,400	531	14	Dumbarton.	1897	"
Zealandia.....	410	54·6	26	3,412	6,660	2,225	168	91	104	11,933	1,100	15	Clydebank	1910	"

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TRAFFIC RETURNS.

Calendar Year.	Round Trips.	Passengers Carried.	Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
		Number.	Tons.			\$ cts.
1907....	10	4,687	30,684	Not stated.	Not stated.	138,853 10
1908....	13	5,707	22,110	"	"	222,164 96 (Part of this is on account of 1907 service).
1909.....	12	5,397	45,453	47	10,727 428	180,509 00
1910....	13	6,153	60,615	15	12,558 601	180,509 00
1911....	13	6,445	59,756	Nil.	11,832 950	180,509 00
1912.....	13	In.... 2,733 Out... 3,440	20,168 14,829	2 32	6,391 93 8,810 90	180,509 00
		Total.. 6,173	43,997	34	15,301 183	

FREIGHT EXPORTED FROM CANADA DURING 1912.

To	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons Weight	Tons Measurement	Value.	Tons Weight	Tons Measurement.	Value.	Tons Weight	Tons Measurement.	Value.
			\$			\$			\$
Auckland...	1,599	Nil.	263,581	1,136	Nil.	535,463	2,833	Nil.	799,044
Suva....	2,604	Nil.	115,075	237	Nil.	50,858	2,841	Nil.	165,933
Honolulu...	203	Nil.	26,654		Nil.		203	Nil.	26,654
Sydney..	4,960	Nil.	501,731	3,991	Nil.	1,460,089	8,952	Nil.	1,961,820
Total....	9,366	Nil.	907,041	5,364	Nil.	2,046,410	14,829	Nil.	2,953,451

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.

Canned salmon, fresh fruit (in cold storage), potatoes, onions, leather and rubber goods, lumber, codfish, whiskey, and bicycles and parts thereof.

Of United States Origin.

Drugs, sewing machines, automobiles, gas engines and other machinery, soap and scouring powders, leather and rubber goods, cash registers and scales, and cereal foods.

CANADA AND MEXICO.

(Pacific Service).

T. H. WORSNOP.

Contract No. 44.

T. & C. File 12,854.

Vote 182.—Steam service between Canada and Mexico upon the Pacific Ocean.

1912-13.....	\$75,000
1913-14.....	\$75,000

Contractor.

Thomas Herbert Worsnop, of London, England.

Contract Dated.

March 11, 1909.

Duration of Contract.

May, 1909 to May, 1912. Under Order in Council dated November 8, 1912, payment was made for two additional voyages on this service, sailing from Vancouver on July 13 and September 27, 1912. The service is now discontinued.

Service.

Monthly.

Ports of Call.

Vancouver and Victoria, B.C., and Mazatlan, Manzanillo, Acapulco and Salina Cruz, in Mexico. The steamers may call at either San Pedro or San Diego, U.S.A., to deliver cargo from a British Columbia port, but may not load U.S. cargo for Mexico. Northbound steamers may deliver cargo at the said U.S. ports from Mexico.

Speed.

10 knots.

Subsidy.

\$75,000 per annum, payable monthly.

Mails.

To be carried free.

Canadian Trade Commissioners.

To be carried free.

Distances.

Vancouver to Victoria.....	80 miles.
Victoria to Mazatlan.....	2,089 "
Mazatlan to Manzanillo.....	290 "
Manzanillo to Acapulco.....	297 "
Acapulco to Salina Cruz.....	298 "
	<hr/>
	3,054 "
	<hr/>
Mazatlan to Guaymas.....	381 "
Guaymas to Victoria.....	2,226 "
	<hr/>
	2,607

SESSIONAL PAPER No. 10e

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.		Refrigerator space. Cu. Ft.	N. H. P.	Speed Knots	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross.	Capacity.	1st. Class.	3rd Class.				At.	In.	Of.
	Ft.	Ft.	Ft.											
Lonsdale	340	41	26.5	2,043	3,170	4,500	20	25	Nil.	292	11.25	Sunderland.....	1890	Steel.
Georgia	335	40	27.7	1,778	2,797	4,000	20	25	Nil.	370	11	N'castle-on-Tyne	1889	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Passengers Carried.	Freight Carried.	Live Stock.	Mails, Bags, or Sacks.	Subsidy Paid.
1907	8	57	7,110	Not stated.	Not stated.	\$33,333 29
1908	12	152	19,726	Nil.	15	\$45,833 33
1909	10	60	23,642	Nil.	71	\$50,000 00
1910	12	16	38,720	Nil.	19	\$50,000 00 10,416 67 (a) 1,041 66 (b)
1911	12	25	57,778	Nil.	24	\$75,000 00
1912	8	In Out	Nil. 1	10,085 33,813	Nil. 14	\$50,000
		1	43,898		14	

(a) Additional amount for five trips from July 17, 1909, to February 20, 1910.

(b) Half trip, July 23 to August 6, 1909.

FREIGHT EXPORTED FROM CANADA DURING 1912.

Origin.	Tons Weight.	Tons Measurement.	Value.
All Canadian	31,248	886 and 151,946 Ft. B.M.	\$ 303,572

PRINCIPAL ARTICLES EXPORTED.

Coal, salmon, salmon oil, scrap rubber, lumber, wheat, scrap copper, tallow and beef casings.

PRINCE RUPERT, B.C., AND QUEEN CHARLOTTE ISLANDS.

GRAND TRUNK PACIFIC RAILWAY.

Contract No. 61.

T. & C. File No. 12,376.

Vote 183.—*Steam service between Prince Rupert, B.C., and Queen Charlotte Islands.*

1912-13.....	\$10,000
1913-14.....	\$10,000

Contractors.

Grand Trunk Pacific Railway Company..

Date of Contract.

October 21, 1909:

Duration of Contract.

November 1st, 1909, to March 31, 1915.

Service.

Two round trips each month, from November to March, inclusive, and four round trips each month during the remaining seven months of the year.

Ports of Call.

Prince Rupert, B.C., Port Simpson, Naas Bay, Stewart, thence to Massett in Queen Charlotte Islands, Skidegate, Queen Charlotte City, Lockeport, Ikeda Bay, Jedway, Collinson Bay and Porcher Island, thence back to Prince Rupert.

Speed Required.

Not stated.

Subsidy.

\$200 per round trip, payable quarterly in February, May, August and November.

Mails.

To be carried free.

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Distances.

Prince Rupert to Port Simpson.....	38 miles.
Port Simpson to Naas Bay.....	34 "
Naas Bay to Stewart.....	68 "
Prince Rupert to Massett.....	76 "
Massett to Skidegate.....	96 "
Skidegate to Queen Charlotte City.....	5 "
Queen Charlotte City to Lockeport.....	76 "
Lockeport to Jedway.....	44 "
Jedway to Ikeda Bay.....	11 "
Ikeda Bay to Collinson Bay.....	3 "
Collinson Bay to Porcher Island.....	117 "
Porcher Island to Prince Rupert.....	20 "
	588 "

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Feet.	Feet.	Feet.						Knots			
Prince Albert...	232	30	13.5	586	1,015	900	188	167	10	Hull, Eng.	1892	Steel.
Prince John ...	185	29.5	14	540	905	800	225	103	10	Bowling, Scotland.	1910	Steel.

TRAFFIC RATES.

Calendar Year.	No. of Round trips run.	Passengers Carried.	FREIGHT		Live Stock.	MAILS.		Subsidy Paid.
			Tons Weight.	Tons Measure- ment.		Lock Bags.	Tied Sacks.	
Nov. to Dec. 31, 1909.....	2	61	346	57	Nil.	19	21	\$ 400
1910	39	3,097	2,080	2,674	4	1,000	599	7,200
1911.....	40	5,372	2,105	1,951	1	1,496	1,140	8,000
1912.....	44	In. 2,848 Out 3,062	531 2,719	1,096 2,985	6 1	106 184	108 325	8,400
Total.		5,910	3,250	4,081	7	290	433	

VICTORIA AND SAN FRANCISCO.

PACIFIC COAST STEAMSHIP COMPANY.

Contract No. 10.
T. & C. File No. 9782.

Vote 184.—Steam service between Victoria and San Francisco.

1912-13.....	\$3,000
1913-14.....	3,000

.

Contractors.

The Pacific Coast Steamship Co., of San Francisco.

Date of Contract.

February 23, 1910.

Duration of Contract.

April 1, 1910 to March 31, 1913.

Service.

Weekly.

Ports of Call.

Victoria, B.C., and San Francisco, U.S.A.

Subsidy.

\$3,000 per annum, payable in equal instalments in August, December and April.

Speed Required.

Not stated.

Mails.

To be carried free.

Distance.

Victoria to San Francisco, 750 miles.

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DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.		Refrigerator space. C. ft.	N. H. P.	Speed, Knots.	BUILT		
	Length.	Breadth	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.				At	In	Of
	Ft.	Ft.	Ft.											
Queen	331	38	0 12 0	1,672	2,728	2,000	225	125	Nil.	479	14	Philadelphia, Pa.	1882	Iron.
City of Puebla.	320	38	6 26 0	1,713	2,624	1,800	175	100	Nil.	477	15	Philadelphia, Pa.	1881	Iron.
Umatilla	310	40	6 22 0	2,168	3,070	2,000	165	125	Nil.	336	14	Chester, Pa.	1881	Iron.
Governor	391	48	2 19 7	2,401	5,250	3,000	210	120	Nil.	679	15	Camden, N.J.	1907	Steel.
President.	391	48	0 19 7	2,393	5,218	3,000	210	120	Nil.	601	15	Camden, N.J.	1906	Steel.
State of California	303	38	6 24 4	1,260	2,266	1,200	100	100	Nil.	403	13	Philadelphia, Pa.	1878	Iron.

TRAFFIC RETURNS.

Calendar Year.	N. of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.		Live Stock Carried.	Mails Carried.		Subsidy Paid.
			Weight.	Meas.		Lock Bags.	Tied Bags.	
1907	72	2,048	6,768		Nil.	Not stated.		\$3,000 00
1908	71	2,672	5,230	1,230	Nil.	79		3,000 00
1909	57	1,930	2,163	5,225	Nil.	Nil.	Nil.	3,000 00
1910	55	1,970	2,130	6,230	Nil.	Nil.	Nil.	3,000 00
1911	56	2,050	2,596	5,936	Nil.	Nil.	Nil.	3,000 00
1912	52	In . . . 1,236 Out . . . 1,376 Total . . . 2,612	6,093 104 6,197	8,214 440 8,654	Nil.	Nil.	Nil.	\$3,000 00

CARGO EXPORTED FROM CANADA DURING 1912.

CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
Tons Weight.	Tons Meas't.	Value. \$	Tons Weight.	Tons Meas't.	Value. \$	Tons Weight.	Tons Meas't.	Value. \$
.68	226	47,554	36	214	39,223	104	440	85,777

PRINCIPAL ARTICLES EXPORTED.

Of Canadian origin.

Liquors, automobiles and household goods.

Of United States origin.

Bottle caps, cement sacks and empty cylinders.

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VICTORIA, VANCOUVER, WAYPORTS AND SKAGWAY.

CANADIAN PACIFIC RAILWAY COMPANY.

Contract No. 28.

T. & C. File No. 13063.

Vote 185.—Steam service between Victoria, Vancouver, Wayports and Skagway.

1912-13.....	\$12,500
1913-14.....	12,500

Contractors.

Canadian Pacific Railway Co.

Contract Dated.

March 20, 1912.

Duration of Contract.

April 1, 1912 to March 31, 1913.

Service.

Four complete round trips each month from June to October, inclusive; three complete round trips each month from March to May, inclusive; and two complete round trips each month from November to February, inclusive.

Ports of call.

Victoria, Vancouver, Prince Rupert, Port Simpson, Ketchikan and Skagway.

Subsidy.

\$12,500 per annum, payable quarterly in July, October, January and April.

Mails.

To be carried free.

Distances.

	Knots.
Victoria to Vancouver.....	73
Vancouver to Port Essington.....	472
Port Essington to Prince Rupert.....	27
Prince Rupert to Port Simpson.....	36
Port Simpson to Ketchikan.....	66
Ketchikan to Skagway.....	307
	<hr/>
	981

SESSIONAL PAPER No. 10e

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			Refrigerator Space.	N. H. P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							C.F.					
Princess Charlotte..	330'0	46'7	23'7	1,909	3,844	500	274	...	...	Nil.	795	20	Glasgow...	1908	Steel.
Princess Victoria.	300'0	40'5	15'2	428	1,943	400	168	60	...	Nil.	434	20	North Shields...	1903	"
Princess Ena.	195'1	38'2	14'8	827	1,368	250	...	...	...	Nil.	75	12	Garston, Eng. ..	1907	"
Princess May.	249'0	33'2	17'7	892	1,717	500	160	...	70	Nil.	287	15	Newcastle-on Tyne	1888	"
Princess Beatrice..	193'4	37'4	15'2	635	1,290	250	100	...	...	Nil.	100	15	Victoria, B.C. ...	1903	Wood
Princess Royal.	225'0	40'0	16'6	981	1,997	450	154	60	...	Nil.	302	15	"	1907	"
Charmer.....	200'0	42'0	12'0	497	1,044	300	90	...	...	Nil.	188	13	San Francisco, U.S.	1886	Steel.
Amur.....	216'0	28'1	11'2	370	907	300	60	...	60	Nil.	170	12	Sunderland.....	1890	"
Otter ..	125'0	24'5	11'0	232	366	250	64	...	60	Nil.	24	10	Victoria, B.C. ...	1900	Wood
Tees.....	165	26	16	330	569	450	Not stated.				200	14	Thornaby-on-Tees.	1893	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.		Subsidies Paid.
1907.....	.....	11,206			17,677		Not stated	Not stated.		For all routes, including Vancouver Island service. \$ 17,500
1908.....	.....	27,625			23,446		264	13,281		4,375
1909.....	.....	1st Class.	2nd Class.	3rd Class.	Tons Weight.	Tons Meas.		Lock Bags.	Tied Sacks.	
		23,346	4,427	2,236	25,740	332	130	6,378	8,367	17,500
Total, passengers.		.....	.....	30,009	Freight	26,072				
*1910.....	.....	10,052	1,846	680	12,536	55	591	3,524	4,119	12,500
Total, passengers.		.....	.....	12,574	Freight	12,591				
1911.....	.....	7,096	1,311	665	8,469	626	85	2,785	6,579	12,500
1912.....	39.. { North	3,943	509	115	4,578	2,911	874	4,229	3,737	12,500
	{ South	7,005	707	289	737	327	26	1,998	1,501	
Total.....		10,948	1,216	404	5,315	3,238	900	6,227	5,238	

*The above figures show traffic carried over routes "A" and "B" during 1907, 1908 and 1909. From 1910 onwards only route "A" has been subsidized, which accounts for the apparent decrease in traffic.

VICTORIA AND WEST COAST VANCOUVER ISLAND.

CANADIAN PACIFIC RAILWAY COMPANY.

Contract No. 63.
T. & C. File No. 13053.

Vote 186.—Steam service between Victoria and West Coast Vancouver Island.

1912-1913.....	\$5,000
1913-1914.....	\$5,000

Contractors.

Canadian Pacific Railway Company.

Date of Contract.

March 16, 1912.

Duration of Contract.

April 1, 1912 to March 31, 1913.

Service.

Four complete round trips each month from April to September, inclusive; and three complete round trips each month for the balance of the year.

Ports of Call.

Victoria, Port Renfrew, Carmanah, Clo-oose, Bamfield, New Alberni, Sechart, Ucluelet, Clayoquot, Christie School, Ahousat, Hesquiot, Friendly Cove, Whaling Station, Kyuquot, Winter Harbour, Quatsino and Holberg; and, if sufficient business offers, at Dodge's Cove, Uchucklesit, Port Hughes and Neuchatlitz.

Speed required.

Not stated.

Subsidy.

\$5,000 per annum, payable quarterly in June, September, December and March.

Mails.

To be carried free.

Distances.

Victoria to Port Renfrew.....	54 Knots.
Port Renfrew to Carmanah.....	15
Carmanah to Cla-oose.....	5
Cla-oose to Bamfield.....	25
Bamfield to New Alberni.....	34
New Alberni to Sechart.....	34
Sechart to Ucluelet.....	12
Ucluelet to Clayoquot.....	26
Clayoquot to Christie's School.....	3
Christie's School to Ahousaht.....	9
Ahousaht to Hesquiot.....	36
Hesquiot to Friendly Cove.....	25
Friendly Cove to Whaling Station.....	68
Whaling Station to Kyuquot.....	11
Kyuquot to Winter Harbour.....	45
Winter Harbour to Quatsino.....	22
Quatsino to Holberg.....	23

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DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator Space.	N.H.P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At.	In	Of
	Ft.	Ft.	Ft.							C. F.					
Tees	165	26	16	330	569	450	Not stated .			..	200	14	Thornaby-on- Tees.	1893	Steel .

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.
1907.....			6,037		8,999		Not stated	Not stated.		Included in amount of \$17,500 paid under previous vote.
1908			5,606		10,480		151	745		
		1st Class.	2nd Class.	3rd Class.	Tons Weight.	Tons Meas.		Lock Bags.	Tied Sacks.	Included in amount of \$17,500 paid under previous vote. \$5,000
1909.....		3,173	1,318	305	5,837	5,887	63	1,064	972	
1910		4,692	1,017	595	4,257	6,367	62	1,379	998	
1911....		3,788	348	776	7,072	1,012	67	1,212	734	3,750
1912....	North ...	2,828	764	598	3,137	3,572	101	1,124	616	5,000
	South....	2,126	654	539	2,104	2,282	10	627	321	
	Total.....	4,954	1,418	1,137	5,241	5,854	111	1,751	937	

3 GEORGE V., A. 1913

VANCOUVER AND NORTHERN BRITISH COLUMBIA PORTS.

THE UNION S. S. CO. OF B.C., LTD.

Contract No. 18.

T. & C. File No. 13371.

Vote 187.—Steam service between Vancouver and Northern ports of British Columbia.

1912-13.....	Nil.
1913-14.....	\$10,000

Contractors.

The Union Steamship Company of British Columbia, Ltd.

Date of Contract.

October 10, 1912.

Duration of Contract.

April 1, 1912 to March 31, 1913.

Service and Ports of Call.

Regular sailings throughout the year from Vancouver to Stewart, at the head of the Portland Canal, making:—

(a) Two calls each way each week at Campbell River, Swanson Bay and Prince Rupert.

(b) One call each way each week at Quattuasca, Alert Bay, Shushartie, Wadhams, Namu, Bella Bella, Ocean Falls, Bella Coola, Warke Island, Claxton, Port Essington, Port Hardy, Inverness, Port Simpson, Rivers Inlet, Arrandale, Kincolith and Naas River; and weather permitting at Suquash.

(c) One call each week at Hartley Bay, Oceanic, Anyox (Granby Bay) and Stewart.

(d) One call each way every two weeks at Sointula and Smith's Inlet.

(e) During the summer season, one call each week both ways at Lowe Inlet and Schooner Passage; one call every week at China Hat, and two calls each month at Kimsquit; and one call each week at Kitimat.

(f) During the winter season, one call fortnightly at China Hat, one call each month at Kitimat; and two calls each month at Lowe Inlet.

Speed required.

Not stated.

Subsidy.

\$10,000 per annum, payable quarterly in July, October, January and April.

(An additional subsidy of \$7,600 per annum is provided by the Post Office Department).

Mails.

To be carried free.

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<i>Distances.</i>		Miles.
Vancouver to Campbell River.....		124
Campbell River to Quathiasca.....		4
Quathiasca to Alert Bay.....		91
Alert Bay to Sointula.....		7
Sointula to Shushartie.....		42
Shushartie to Wadhams.....		57
Wadhams to Schooner Passage.....		8
Schooner Passage to Namu.....		36
Namu to Ocean Falls.....		36
Ocean Falls to Bella Coola.....		60
Bella Coola to Kimsquit.....		57
Kimsquit to Bella Bella.....		68
		590

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.		Refrigerator Space.	N.H.P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	3rd Class.				At.	In	Of
	Ft.	Ft.	Ft.											
Camosun....	192·7	35·2	14·9	794	1,369	713	150	200	Nil.	224 14	Paisley.....	1905	Steel.	
Chelohsin..	175·5	35·1	15·7	597	1,133	460	Nil.	Nil.	Nil.	131 13	Dublin.....	1911	Steel.	
Venture....	180 4	32·0	17·0	580	1,011	560	70	200	Nil.	171 12	Glasgow....	1910	Steel.	
Vadso.....	191·2	23·7	21·7	698	908	1,100	26	174	Nil.	88 9	Göthenburg..	1881	Steel.	
Capilano....	120	22 2	9·6	157	231	365	Nil.	Nil.	Nil.	28 7½	Vancouver...	1891	Steel.	
Coquitlam..	120	22·2	9·6	166	256	357	Nil.	Nil.	Nil.	28 7½	Vancouver....	1891	Steel.	

TRAFFIC RETURNS.

CALENDAR YEAR.	No. of Round Trips.	Passeng- ers Carried.	TONS OF FREIGHT CARRIED.		Live Stock.	MAILS.		Subsidy Paid.
			Weight.	Measure- ment.		Lock Bags.	Tied Sacks.	
Apr. 1 to Dec. 31, 1912	217	In 7,791 Out 11,809	11,393 15,053	1,941 9,216	88 840	2,404 5,068	..... .....	\$7,500
	Total..	19,600	26,451	11,157	928	7,472	Nil.	

SESSIONAL PAPER No. 10e

LOCAL SERVICES.

BADDECK, GRAND NARROWS AND IONA.

VICTORIA STEAMSHIP COMPANY.

Contract No. 25.
T. & C. File 13040.

Vote 188. Steam service between Baddeck, Grand Narrows and Iona.

1912-13.....	\$5,825
1913-14.....	\$5,825

Contractors.

The Victoria Steamship Company Ltd., of Baddeck, N.S.

Contract dated.

March 14, 1912.

Duration of Contract.

April 1, 1912 to March 31, 1913.

Service.

Two full round trips daily, during open navigation.

Ports of Call.

Baddeck, Iona, Grand Narrows, and McKay's Point; calling at Kempt Head on the Western end of Boularderie Island on trips from Baddeck to Grand Narrows; such calls to be made only on those days on which the steamer *Marion* makes her westbound trip from Sydney to Whycocomagh.

Government Wharves.

Steamer must call whenever possible.

Subsidy.

\$5,825 per annum. payable quarterly, in July, October, January and April.

Mails.

To be carried free.

Distances.

	Miles.
Baddeck to Iona.....	12
“ Grand Narrows.....	20
“ McKays Point.....	10
“ Kempt Head.....	5
Distance between terminal points.....	20

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At.	In.	Of.
	Ft.	Ft.	Ft.									
Blue Hill.....	135	18	7	92	195		500	38	12	East Boston, U. S. A.	1887	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Passengers Carried.	Freight Carried.	Live Stock.	MAILS.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
1907.....		4,377	1,240	Not stated.	Not Stated	Not Stated.	\$ 5,825
1908.....	621	5,147	784	112	2,270	2,680	5,450
1909... ..	496	5,680	948	101	2,850	2,775	5,825
1910.....	470	4,895	902	249	3,101	3,006	5,825
1911.....	640	4,311	689	120	2,522	2,939	5,825
1912.	480	In.....1,530 Out.....1,518	432 141	45 29	1,455 1,437	3,240 137	5,825
		Total... 3,018	573	74	2,892	3,377	

CARAQUET, SHIPPIGAN AND MISCOU ISLANDS.

GLOUCESTER NAVIGATION CO.

Contract No. 29.
T. & C. File 13128.

Vote 189.—Steam service between Caraquet, Shippigan and Miscou Islands.

1912-13.....	\$1,500
1913-14.....	\$2,000

Contractors.

Gloucester Navigation Co.

SESSIONAL PAPER No. 10e

Contract Dated.

April 6, 1912.

Duration of Contract.

During the season of navigation, 1912.

Service.

One round trip daily, except Sunday.

Ports of Call.

Caraquet, Lower Caraquet Wharf, Miscou Harbour on Miscou Island, thence to Little Shippigan and Lameque, both on Shippigan Island, and returning from Lameque to Caraquet, calling at all of the said ports. Steamer leaves Caraquet after the arrival of the train from Bathurst.

Government Wharves.

Steamer must call whenever possible.

Subsidy.

\$1,500 per annum, payable in quarterly instalments in June, August, October and at the close of navigation.

(An additional subsidy of \$300 is paid by the Post Office Department).

Mails.

To be carried free.

Distances.

	Miles
Caraquet to Lower Caraquet.....	7
Lower Caraquet to Lameque.....	15
Lameque to Little Shippigan.....	19
Little Shippigan to Miscou.....	11½
	<hr/> 42½

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	Refrigerator space.	N. H. P.	Speed	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In	Of
	Ft.	Ft.	Ft.					Cu. Ft.		Knots			
Beaver.....	80	27	7.4	43	85	...	50	Nil.	8	..	Canning, S.	1897	Wood

3 GEORGE V., A. 1913

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mail Bags.	Subsidy Paid.
1910.....	158	1,325	466	Nil.	16	\$500 (paid under o/c of Nov. 25, 1910.)
1911.....	163	1,847	451	7	24	\$1,500
1912.....	166	In. ....866	201	Nil.	497	\$1,500
		Out. ....799	292		495	
		Total.1,664	493		992	

FROUDE'S POINT AND LOCKEPORT, N.S.

MUNICIPAL CORPORATION OF THE TOWN OF LOCKEPORT, N.S.

Contract No. 22.
T. & C. File No. 13079.

Vote 190.—Steam service between Froude's Point and Lockeport, N. S.

1912-13.....	\$600
1913-14.....	\$600

Contractors.

The Municipal Corporation of the Town of Lockeport, N.S.

Contract Dated.

March 22, 1912.

Duration of Contract.

April 1, 1912 to March 31, 1913.

Service.

Not less than 12 round trips each week, all the year round.

Ports of Call.

Lockeport, Rockland and Froude's Point, N.S.

Government Wharves.

Steamer must call whenever possible.

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Subsidy.

\$600. per annum. \$300. payable on October 1, and balance upon the completion of the service.

Mails.

To be carried free.

Distances.

	Miles
Lockeport to Rockland.....	2 $\frac{3}{4}$
Rockland to Froude's Point.....	1 $\frac{1}{4}$
	<hr/> 4

DESCRIPTION OF VESSEL EMPLOYED.

	DIMENSIONS.			TONNAGE.		Passenger Accommodation.	N. H. P.	Speed Knots.	BUILT.		
	Length Feet.	Breadth Feet.	Depth Feet.	Net.	Gross.				At	In	Of
D. D. Mann.....	73	21.5	4.25	88	130	40	13	9	Shelburne, N.S.	1907	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	MAILS.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
1908... ..	875	6,625	1,170	Nil.	3,768	1,800	\$600 00
1909.....	885	6,471	1,715	.....	4,300	1,680	\$636 66
1910.	780	6,629	2,140	Nil.	4,880	1,690	\$600 00
1911.....	790	6,966	1,770	.....	4,880	1,380	\$600 00
1912...	790	In..... 3,584 Out. ... 3,211	1,588 1,272	Nil.	2,440 2,440	690 690	\$600 00
		Total. 6,795	2,857	.....	4,880	1,380	

GASPE BASIN AND DALHOUSIE OR CAMPBELLTON.

THE CAMPBELLTON AND GASPÉ STEAMSHIP CO., LTD.

Contract No. 15.

T. & C. File No. 12426.

Vote 191.—Steam service from the opening to the closing of navigation in 1913, between Gaspé Basin and Dalhousie or Campbellton.

1912-13.....	\$15,000
1913-14.....	\$15,000

Contractors.

The Campbellton & Gaspé S. S. Co. Ltd.

Date of Contract.

June 5, 1911.

Duration of Contract.

Opening of navigation 1911, to close of navigation, 1912.

Service.

Semiweekly, during the season of navigation; making at least 60 full round trips from Campbellton to Gaspé Basin and return in each season.

Ports of Call.

Campbellton, Dalhousie, Carleton, Maria, New Richmond, St. Charles de Caplan, Bonaventure, New Carlisle, Paspébiac, St. Godfroy, Port Daniel, L'Anse aux Gascons, Newport, Grand Pabos Mills, Little Pabos, Grand River, Little River East, Cape Cove, Barachois de Mal Baie, Perce, Point Peter, Douglastown and Gaspé; and when there is a reasonable quantity of passengers or freight offering at Grand Greve.

Subsidy.

\$15,000 per annum, payable in monthly instalments at the rate of \$250 per round trip. If 60 round trips are not run in each year a proportionate amount is to be deducted from the subsidy.

Government Wharves.

Steamer must call whenever possible.

Mails.

To be carried free.

Distances.

	Miles
Campbellton to Dalhousie.....	13
Dalhousie to Carleton.....	11
Carleton to Maria.....	10
Maria to New Richmond.....	4
New Richmond to Caplin.....	11
Caplin to Bonaventure.....	9
Bonaventure to New Carlisle.....	10
New Carlisle to Paspébiac.....	3
Paspébiac to St. Godfroy.....	8
St. Godfroy to Port Daniel.....	11
Port Daniel to Gascons.....	4
Gascons to Newport.....	7
Newport to St. Adelaide.....	13
St. Adelaide to Grand River.....	5
Grand River to Little River East.....	4
Little River East to Cape Cove.....	5
Cape Cove to Perce.....	8
Perce to Barachois de Mal Baie.....	6
Barachois de Mal Baie to Pt. St. Pierre.....	5
Pt. St. Pierre to Douglastown.....	12
Douglastown to Gaspé.....	11
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DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed, Knots.	BUILT.		
	Length Feet.	Breadth Feet.	Depth Feet.	Net.	Gross.	Capacity.				At	In	Of
Canada.....	185.5	27.2	19.5	449	800	500	240	131	13	Kinghorn, Fife..	1892	Iron.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	MAILS.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
1907†.....	53	9,260	4,013	Not stated..	Not stated.		\$13,250 00
1908*†.....	48	5,184	5,689	31	1,904	382	\$12,000 00
1909‡.....	51½	4,897	4,338	41	751	81	\$12,875 00
1910‡.....	50	6,086	2,231	170	593	79	\$12,500 00
1911.....	54	4,643	446	20	Nil.	Nil.	\$13,500 00
1912.....	53	In..... 1,907	560	64	Nil.	Nil.	\$13,250 00
		Out..... 2,358	739	170			
		Total. 4,265	1,299	234			

* Statistics for 1908 are estimated only. Actual returns could not be obtained owing to wreck of 'Lady Eileen,' and proposed winding up of Interprovincial Navigation Co.
† Service performed by Interprovincial Navigation Co.
‡ Service performed by Fraserville Navigation Co.

GASPE BASIN AND NORTH SHORE RIVER AND GULF OF ST. LAWRENCE.

ROBIN, JONES AND WHITMAN, LTD.

Contract No. 50.
T. C. File No. 13045.

Vote 192.—Schooner service twice per month during the season of open navigation between Gaspé Basin and the North Shore of the River and Gulf of St. Lawrence.

1912-13.....	\$1,000
1913-14.....	\$1,000

Contractors.

Robin, Jones & Whitman, Ltd., of Paspébiac, Que.

Date of Contract.

March 14, 1912.

Duration of Contract.

From the opening to the close of navigation, 1912.

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Service.

Fortnightly schooner service.

Ports of Call.

Gaspe, West Point on the Island of Anticosti, Thunder River, Magpie, St. Johns' River. Long Point, Mingan, Esquimaux Point, Piastre Bay and Natashquan, and at such other places as may be from time to time required by the Minister.

The calls referred to above are both ways at Westpoint, Mingan and Esquimaux Point, and at the other points both ways weather conditions permitting but if unable to call *going* the calls are to be made *returning*.

Subsidy.

\$1,000, payable in instalments of \$350, on August 1 and October 1, and \$300 on the completion of the service. (An additional sum of \$500 is paid by the Post Office Department).

Mails.

To be carried free.

Distances.

	Miles
Gaspe to West Point, Anticosti.....	80
West Point to Thunder River.....	28
Thunder River to Magpie.....	15
Magpie to St. John River.....	9
St. John River to Long Point.....	9
Long Point to Mingan.....	8
Mingan to Esquimaux Point.....	14
Esquimaux Point to Piastre Bay.....	40
Piastre Bay to Natashquan.....	40
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DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	Speed Knots	BUILT.		
	Length. Ft.	Breadth Ft.	Depth. Ft.	Net.	Gross.	Capacity. Wt.			At	In	Of
Schooner 'Uruguay'..	83	23·9	9·3	.....	97	140	20	.....	LaHave	1895..	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons Freight Carried.	Live Stock.	Mail Bags.	Subsidy Paid.
1911	10	84	141	.....	180	\$1,000
1912.....	12	In....52 Out...60	35 520	Nil.	{ 84 84	{ 1,000
	Total.....	112	555		168	

GRAND MANAN AND THE MAINLAND.

GRAND MANAN STEAMBOAT COMPANY.

Contract No. 14.
T. & C. File 13044.

Vote 193. Steam service between Grand Manan and the mainland.

1912-13.....	\$10,000
1913-14.....	\$10,000

Contractors.

The Grand Manan Steamboat Company, of Grand Manan, N.B.

Date of contract.

March 14, 1912.

Duration of contract.

April 1, 1912 to March 31, 1913.

Service and ports of call.

From June to September, inclusive:—

- (a) One trip each week between Grand Manan and St. Andrew's, calling both ways at Campobello and Eastport, Maine.
- (b) One trip each week between Grand Manan, and St. John, *via* and calling both ways at Campobello and Eastport.
- (c) One trip each week between Grand Manan and St. John direct.
- (d) One trip each week between Grand Manan and St. Stephen, calling both ways at Campobello, Eastport and St. Andrew's.

And during the remaining eight months of the year:—

- (e) One trip each week between Grand Manan and St. Stephen, calling both ways at Campobello, Eastport and St. Andrew's.
- (f) One trip each week between Grand Manan and St. John, calling both ways at Campobello and Eastport.
- (g) One trip each week between Grand Manan and St. Andrew's, calling both ways at Campobello and Eastport.

Subsidy.

\$10,000 per annum, payable quarterly in July, October, January and April.

Mails.

To be carried free.

Distances.

	Miles
Grand Manan to Campobello.....	15
Campobello to Eastport.....	3
Eastport to St. John.....	45
Eastport to St. Andrew's.....	12
St. Andrew's to St. Stephen.....	18
St. John to Grand Manan.....	45
St. Stephen to Grand Manan.....	48
St. Andrew's to Grand Manan.....	30

SESSIONAL PAPER No. 10e

DESCRIPTION OF STEAMER EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed — Knots.	BUILT.		
	Length. Ft.	Breadth Ft.	Depth. Ft.	Net.	Gross.	Capacity.				At	In	Of
Grand Manan..	130	26	11	180	363	250	350	32	12	Liver- pool, N.S.	1911	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons Freight Car- ried.	Live Stock.	Mails.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
1907... ..	138	6,524	4,407	Not stated....	Not stated....		5,000
1908.	174	6,168	4,016	33	1,561	2,553	5,000
1909.....	173	6,961	3,749	Not stated....	1,389	1,960	6,500
1910.....	174	6,919	3,636	37	1,581	2,359	7,000
1911.....	189	6,057	3,909	31	2,146	2,017	7,000
1912.....	174	In ...3,308	4,587	19	1,233	1,736	} 9,250
		Out..4,399	73	6	1,062	264	
Total.....		7,707	4,660	25	2,295	2,000	

HALIFAX AND CANSO.

HALIFAX AND CANSO STEAMSHIP CO., LTD.

Contract No. 30.

T. & C. File No. 13181.

Vote 194. Steam service between Halifax and Canso.

1912-13.....	\$4,000
1913-14.....	\$4,000

Contractors.

The Halifax and Canso Steamship Co., Ltd., of Halifax, N.S.

Date of contract.

April 29, 1912.

Duration of contract.

April, 1912 to March 31, 1913.

Service.

Weekly, all the year round.

Ports of call.

Guysboro, Queensport, Canso, Whitehead, Drumhead, Isaac's Harbour, Goldboro', Port Beckerton, Port Hilford and Halifax; and during the months of January and February at Port Dufferin and Moser's River.

From January 15 to March 31 a fortnightly call only need be made at Guysboro' and Queensport.

Capacity of steamer.

The steamer employed is guaranteed to have a cargo capacity equal to 2,500 barrels, with passenger accommodation for 40 passengers, electric lighted throughout and fitted with adequate refrigeration for the carriage of fresh fish.

Laying off steamer.

The steamer may lay off for refitting two trips in each year, at such time or times as will least interfere with the requirements of the service.

Subsidy.

\$4,000 per annum, payable quarterly in July, October, January and on the completion of the service.

Mails.

To be carried free.

Distances.

	Miles.
Halifax to Port Hilford.....	89
Port Hilford to Beckerton.....	10
Beckerton to Isaacs Harbour.....	16
Isaacs Harbour to Whitehead.....	35
Whitehead to Canso.....	17
Canso to Queensport.....	12
Queensport to Guysboro'.....	13
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DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommoda- tion.	N. H. P.	Speed—Knots.	BUILT.		
	Length Feet.	Breadth Feet.	Depth Feet.	Net.	Gross.	Capa- city.				At	In	Of
Scotia	137	27	9.5	268	376	2000 bar'ls.	100	53	10	Mahone, N.S.	1907	Wood

SESSIONAL PAPER No. 10e

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907.....	51	624	5,547	Not given..	Nil.	\$4,000
1908.....	52	1,779	{ 9,478 weight. 14,818 meas. }	52	Nil.	4,000
1909.....	50	1,691	{ 8,301 weight 12,452 meas. }	61	Nil.	4,000
1910.....	52	1,487	20,955	30	Nil.	4,000
1911.....	49	1,481	21,177	25	Nil.	4,000
1912.....	49	In.....638 Out.....706 Total—1,344	6,671 14,698 21,369	23 2 25	Nil.	4,000

HALIFAX AND NEWFOUNDLAND *via* CAPE BRETON PORTS.

J. A. FARQUHAR & COMPANY.

Contract No. 11.

T. & C. File No. 13043.

Vote 195. Steam service between Halifax and Newfoundland via Cape Breton Ports.

1912-13.....	\$10,000
1913-14.....	\$10,000

Contractors.

J. A. Farquhar & Co., of Halifax, N.S.

Date of contract.

March 15, 1912.

Duration of contract.

From the opening to the close of navigation in 1912.

Service.

Fortnightly, to continue uninterruptedly until 14 complete round trips have been performed, or until the close of navigation, should it close before 14 round trips have been performed.

Ports of Call.

Halifax, St. Peter's, Grand Narrows, Baddeck, North Sydney, South Sydney, Ingonish, Neil's Harbour and Aspy Bay in Cape Breton; and at St. Paul's Island off the North Coast of Cape Breton when the weather will permit; and at Channel, Bay St. George, Codroy, Bay of Islands and Bonne Bay, Nfld.

Contract Time.

13 days for each round trip.

Subsidy.

\$700 for each round trip; total not to exceed \$10,000; payable on September 1 and at the close of navigation.

Mails.

To be carried free.

Distances:

	Miles
Halifax to St. Peter's.....	154
St. Peter's to Grand Narrows.....	21½
Grand Narrows to Baddeck.....	9¾
Baddeck to North Sydney.....	40
North Sydney to Sydney.....	4½
Sydney to Ingonish.....	31
Ingonish to Neil's Harbour.....	11
Neil's Harbour to Aspy Bay.....	10
Aspy Bay to St. Paul's Island.....	21
St. Paul's Island to Channel.....	49
Channel to Codroy.....	27
Codroy to Bay St. George.....	55
Bay St. George to Bay of Islands.....	111
Bay of Islands to Bonne Bay.....	52
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DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Seal.	175	26·6	29·5	277	607	550	20	85	11	Clyde. . .	1911	Steel

SESSIONAL PAPER No. 10e

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails. Bags.	Subsidy Paid.
1907.....	16	617	6,268	Not given.	Not given.	\$2,000
1908.....	14	681	5,375	6	14	4,000
1909.....	14	645	5,650	30	20	4,000
1910.....	15	337	8,102	31	30	4,000
1911.....	15	180	8,550	Nil.	22	4,000
1912.....	15	In....164	3,716	Nil.	5	10,000
		Out....180	3,662		26	
		Total—344	7,378		34	

From 1907 to 1910 inclusive, the service was performed by Messrs. Pickford & Black, of Halifax, N.S.

FREIGHT EXPORTED FROM CANADA TO NEWFOUNDLAND DURING 1912.

CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
Weight.	Measure-ment.	Value.	Weight.	Measure-ment.	Value.	Weight.	Measure-ment.	Value
Tons.	Tons.	\$	Tons.	Tons.	\$	Tons.	Tons.	\$
2,366	36	119,300	1,139	121	90,743	3,505	157	210,043

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.

Flour, paint, molasses, gasoline, beans, stoves, furniture, butter, tea, hay, rope, tin ingots, apples and oats.

Of United States and Foreign Origin.

Molasses, engines and parts thereof, beef, rope, machinery, pork, tobacco, kerosene oil, oranges, shoes and feed.

HALIFAX AND SPRY BAY.

HALIFAX AND SHEET HARBOUR STEAMSHIP COMPANY, LTD.

Contract No. 55.

T. & C. File No. 13180.

Vote 196. Steam service between Halifax and Spry Bay.

1912-13.....	\$2,500
1913-14.....	\$2,000

3 GEORGE V., A. 1913

Contractors.

Halifax and Sheet Harbour Steamship Company, Ltd., of Halifax, N.S.

Date of Contract.

April 29, 1912.

Duration of Contract.

April 1, 1912, to March 31, 1913.

Service.

Weekly, all the year round.

Ports of Call.

Halifax, Jeddore, Owl's Head, Tangier, Pope's Harbour, Ship Harbour, Sheet Harbour, Sober Island and Spry Bay: as well as other ports or places between the above terminal ports that may be required by the Minister.

Subsidy.

\$2,500 per annum, payable in two equal instalments, one in October and the other upon the completion of the service.

Mails.

To be carried free.

Distances.

	Miles
Halifax to Jeddore.....	55
Jeddore to Owl's Head.....	15
Owl's Head to Tangier.....	10
Tangier to Pope's Harbour.....	10
Pope's Harbour to Ship Harbour.....	10
Ship Harbour to Sheet Harbour.....	20
Sheet Harbour to Sober Island.....	20
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DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Feet.	Feet.	Feet.									
Margaret	92	19	9	100	195	175	90	27	10½	Sheet Harbour ...	1907	Wood

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TRAFFIC RETURNS.

Calendar	No. of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907 ...	50	2,186	4,500	Nil.	Nil.	\$ 1,250
1908.....	52	1,935	3,470	Nil.	Nil.	2,500
1909.....	51	2,226	3,710	Nil.	Nil.	2,500
1910.....	52	2,774	3,975	Nil.	Nil.	2,500
1911.....	48	2,911	4,695	Nil.	Nil.	2,307 69
1912.....	52	In.... 1,683 Out... 1,455	3,150 4,230	Nil.	Nil.	2,500
	Total.....	3,138	7,380			

HALIFAX, SOUTH CAPE BRETON AND BRAS D'OR LAKE PORTS.

HALIFAX AND GLACE BAY STEAMSHIP CO., LTD.

Contract No. 66.
T. & C. File 13226.

Vote 197. Steam service between Halifax, South Cape Breton and Bras d'Or Lake Ports.

1912-13.....	\$4,000
1913-14.....	\$4,000

Contractors.

The Halifax and Glace Bay Steamship Company, Ltd., of Halifax, N.S.

Date of Contract.

May 14, 1912.

Duration of Contract.

From the opening to the close of navigation in 1912.

Service and Ports of Call.

A round trip every ten days from Halifax to Sydney, calling on two of each three trips each way at Gabarous, Louisburg, Mainadieu, Port Morien, Glace Bay and North Sydney; and on every third trip the service shall be performed through the Bras d'Or Lakes, calling each way at St. Peter's, Iona, Grand Narrows and Baddeck; and three trips during the season shall be made to East Bay, calling each way at Johnston's Harbour, Irish Cove, Big Pond and Castle Bay. The calls at Mainadieu shall be made weather permitting.

Subsidy.

\$4,000 per annum, payable in July, September, November and at the close of navigation.

Mails

To be carried free.

Distances.

	Miles.
Halifax to Gabarous.....	180
Gabarous to Louisburg.....	9
Louisburg to Mainadieu.....	12
Mainadieu to Port Morien.....	15
Port Morien to Glace Bay.....	10
Glace Bay to North Sydney.....	15
North Sydney to Sydney.....	5
	<hr/>
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DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMO- DATION.		N. H. P.	Speed	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st class.	2nd class.			At	In	Of
	Ft.	Ft.	Ft.							Knots			
Seotsburn ...	135	23	8.5	92	187	225	40	10	30	10	Mahone	1910	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Number of Passengers Carried.		Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy paid.
1911.	25		148	7,556	Nil.	Nil.	\$ 3,800
1912.....	21	In....	10	1,235	Nil.	Nil.	\$ 3,200
		Out...	11	3,750			
	Total....		21	4,985			

MAINLAND AND MAGDALEN ISLANDS.

WILLIAM MCLURE.

Contract No. 12.
T. & C. File No. 11,962.

Vote 198. *Steam service from the opening to the close of navigation in 1913 between the mainland and the Magdalen Islands.*

1912-13.....	\$15,000
1913-14.....	\$15,000

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Contractor.

William McLure, of Pictou, N.S.

Date of contract.

March 10, 1909.

Duration of Contract.

From the opening of navigation in 1909 to the close of navigation in 1913.

Service.

Semi-weekly until the closing of navigation at Pictou each year. From such closing of navigation the service shall be continued from some port in Cape Breton to such port or ports in the Magdalen Islands as the Minister may approve, until the closing of navigation at the Magdalen Islands. Calls to Grand Entry need not be made after the end of September in each year.

Ports of Call.

Pictou, Souris, Amherst Island, Point Basse and Grindstone Island calling at Etang du Nord and Grand Entry once each week; such weekly calls to be made on alternate trips; calling once each month during June, July, August and September at Bryan Island. Whenever the weather will not permit of the landing of mails and cargo at Etang du Nord, the mails for House Harbour and Etang du Nord shall be landed at Grindstone Island, and the steamer shall remain there long enough to allow such mails to be carried to House Harbour and Etang du Nord and return. Calls shall also be made at such other ports or places as the Minister may from time to time direct.

Freight Rates.

A schedule of freight rates is attached to and forms part of the contract.

Subsidy.

\$15,000 per annum, payable in July and October, and on the close of navigation.

Mails.

To be carried free.

Distances.

	Miles.
Pictou to Souris.....	50
Souris to Etang du Nord.....	76
Etang du Nord to Amherst.....	33
Amherst to Grindstone	9
Grindstone to Pointe Basse.....	4
Point Basse to Grand Entry.....	15
	<hr/>
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Etang du Nord to Bryan Island..... 50

3 GEORGE V., A. 1913

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation MIA	N. H. P.	Speed	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Lady Sybil.....	165	28.1	18.7	352	676	415	65	173	12½ Knots	Greenock	1908	Steel

TRAFFIC RETURNS.

Year. Calendar	Run. Round Trips No. of	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mail bags.		Subsidy Paid.
					In.	Out.	
*1907	58	880	5,900	Not given.	Not given.		\$15,000
*1908	61	1,357	4,472	18	1,499	1,453	15,000
1909	62	1,168	1,419	944	1,619	1,577	12,000
1910	70	1,394	6,048	1,109	1,582	1,690	15,000
1911	61	1,416	6,173	1,269	2,551	308	15,000
1912	64	In 462	2,080	495	1,340	324	14,807 70
		Out 647	5,353	13	1,535	556	
		Total 1,109	7,433	508	2,875	880	

* The service during these years was performed by the Magdalen Islands Steamship Co., of Halifax, N. S.

HALIFAX AND WEST COAST CAPE BRETON.

THE HALIFAX AND INVERNESS S. S. CO., LTD.

Contract No. 70.

T. & C. File No. 13239.

Vote 199. Steam service between Halifax and West Coast of Cape Breton, calling at way ports.

1912-13.....	\$2,000
1913-14.....	\$2,000

Contractors.

The Halifax and Inverness S. S. Co., Ltd., of Halifax, N. S.

Date of Contract.

May 22, 1912.

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Duration of Contract.

From the opening to the close of navigation in 1912.

Service.

Weekly.

Ports of Call.

Halifax, Port Mulgrave, Port Hastings, Port Hood, Mabou, Grand Etang, Cheticamp and Eastern Harbour, Souris, Cardigan, Georgetown and Montague, calling once every two weeks at Havre au Bouche and Margaree.
(a) Calls at Souris, Cardigan, Georgetown and Montague may be omitted, unless otherwise required by the Minister.

Subsidy.

\$2,000 per annum, payable in instalments of \$1,000 on July 1 and on completion of the service.

Mails.

To be carried free.

Distances.		Miles.
Halifax to Mulgrave.....		162
Mulgrave to Hastings.....		4
Hastings to Port Hood.....		22
Port Hood to Mabou.....		11
Mabou to Margaree.....		31
Margaree to Grand Etang.....		6
Grand Etang to Eastern Harbour.....		11
Eastern Harbour to Souris.....		56
Souris to Georgetown.....		19
Georgetown to Lower Montague.....		2
Lower Montague to Montague.....		4
		328

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H.P.	Speed—Knots.	BUILT.		
	Length Feet.	Breadth Feet.	Depth Feet.	Net.	Gross.	Capacity.				At	In	Of
Strathburne,	116	20'2	9	81	135	180	40	21	9	Mahone ..	1909	Wood.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mails.	Subsidy Paid.
1911.....	30	35	7,864	Nil.	Nil.	\$1,714.29
1912.....	27	In... 6	1,100	Nil.	Nil.	1,444.44
		Out... 2	5,480			
		Total.. 8	6,580			

HALIFAX AND SHERBROOKE.

Vote. 200 Steam service between Halifax and Sherbrooke.

1912-13.....	Nil
1913-14.....	\$ 2,000

There was no contract for this service during 1912-13.

MAHONE BAY AND TANCOOK ISLAND.

ESTATE OF THE LATE ABRAHAM ERNST.

Contract No. 67.

T. & C. File 12316.

Vote 201. Steam service between Mahone Bay and Tancook Island.

1912-13.....	\$1,000
1913-14.....	\$1,000

(Note:—\$3,000 additional was provided in the Supplementary Estimates for 1912-13).

Contractor.

The Estate of the late Abraham Ernst, of Mahone Bay, N.S.

Date of Contract.

October 10, 1912.

Duration of Contract.

April, 1912 to March 31, 1913.

Service and Ports of Call.

In April and May 1912, a service was run between Halifax and Mahone, calling at Mahone Bay and Tancook Island; which service was extended on June 1 to La Have River ports.

Up to and including May 31, 1912, the service consisted of one round trip each week from Mahone Bay to Tancook Island, calling at Little Tancook, and when signalled at Blandford; and on and after June 1, 1912, the service was as follows:

(a) Leaving Halifax every Wednesday morning, calling at Tancook, Mahone Bay, LaHave and Riverport, and returning direct to Halifax from LaHave and Riverport every Thursday morning.

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(b) Leaving Halifax every Saturday morning, calling at LaHave, Riverport, Park's Creek, West LaHave Ferry and Conquerall Bank, and returning to Halifax every Monday morning, calling at the before mentioned ports, and also at Tancook.

During the winter months, when Mahone Bay and the LaHave River are frozen over, calls at Mahone Bay, West LaHave, Park's Creek and Conquerall Bank may be omitted.

Subsidy.

\$4,000 per annum, payable in quarterly instalments in July, October, January and April, or as soon thereafter as sufficient funds have been provided by Parliament.

Mails.

To be carried free.

Distances.

	Miles.
Halifax to Tancook.....	40
Tancook to Mahone Bay.....	10
Tancook Bay to Riverport.....	20
Riverport to Halifax.....	52
Halifax to Conquerall.....	59
Conquerall to Tancook.....	27

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed Knots	BUILT.		
	Length Feet.	Breadth Feet.	Depth Feet.	Net.	Gross.	Capacity.				At	In	Of
Kinburn..	114	23.5	10.5	79	168		40	28	10	Mahone Bay, N.S.	1910	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy Paid.
1911.....	37	247	2,270	Nil.	Nil.	\$750
1912.....	43	In..... 240	240	Nil.		
		Out.... 170	120	12	Nil.	\$583.33
		Total.. 410	360	12		

During 1911 a service was performed between Mahone Bay and Tancook Island only. In April and May, 1912, the service was extended to Halifax, and on June 1st, to LaHave River ports.

MULGRAVE AND CANSO.

HUGH CANN & SON.

Contract No. 53.
T. & C. File 13133.

Vote 202.—Steam service between Mulgrave and Canso.

1912-13.....	\$6,000
1913-14.....	\$6,500

Contractors.

Hugh Cann & Son, of Yarmouth, N.S.

Date of Contract

April 6, 1912

Duration of Contract.

April 1, 1912 to March 31, 1913.

Service.

Daily, (Sundays excepted).

Ports of Call.

Port Mulgrave and Canso, N.S.

Wind and Ice.

In the event of any trip or trips being missed on account of wind or ice upon satisfactory evidence being submitted to the Minister, he may direct that no deduction be made from the subsidy otherwise payable for the trips so missed.

Subsidy.

\$6,000 per annum, payable in quarterly instalments in July, October, and January, and upon the completion of the service.

One quarter of the subsidy otherwise payable shall be deducted, when the contractors fail to make connections with the Intercolonial Railway at Mulgrave for both eastbound and west bound traffic in summer, and west bound traffic in winter, in sufficient time to permit of the transfer of passengers mails and express shipments; but such penalty shall not be inflicted when the contractors are able to satisfy the Minister that the connection has been missed owing to ice, fog or snowstorms.

Mails.

To be carried free.

Distance.

Canso to Mulgrave, 24 miles.

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DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOM- MODATION.	N. H. P.	Speed, knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capa- city.				At	In.	Of.
	Ft.	Ft.	Ft.									
Robert G. Cann..	119	24 6	9 4	111	265	Not stated	100	42	11	Shelburne, N.S.	1911	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.		Tons of Freight Carried.	Number of Live Stock Carried.	Bags of Mail.	Subsidy Paid.
1907.....	*280	2,535		2,665	Not stated.	Not stated.	\$2,000 00
1908.....	286	2,849		2,332	Nil.	777	\$4,000 00
1909.....	278	2,794		2,639	Nil.	1,905	\$4,000 00
1910.....	282	3,148		3,095	Nil.	2,128	\$4,000 00
1911.....	334	3,370		4,647	Nil.	1,839	\$4,256 41
1912.....	302½	In	1,741	1,300	Nil.	2,792	\$6,000 00
		Out	1,788	1,981			
		Total	3,529	3,281			

*Estimated.

PORT MULGRAVE, ST. PETER'S, IRISH COVE AND MARBLE MOUNTAIN.

RICHMOND STEAMSHIP COMPANY.

Contract No. 26.
T. & C. File 13148.

*Vote 203.—Steam service from the opening to the closing of navigation in 1913
between Port Mulgrave, St.. Peter's, Irish Cove and Marble Mountain,
and other ports on the Bras d'Or Lakes.*

1912-13.....	\$6,000
1913-14.....	\$6,000

Contractors.

The Richmond Steamship Company, of Sydney, N.S.

Date of Contract.

April 10, 1912.

3 GEORGE V., A. 1913

Duration of Contract.

From the opening to the close of navigation in 1912.

Service and Ports of Call.

Two full round trips each week between Port Mulgrave, Poulamond, Grandique, St. Peter's, Johnston's Harbour, Irish Cove and Grand Narrows; and four full round trips each week between Grand Narrows and Marble Mountain, two of which each week are to extend to West Bay.

Subsidy.

\$6,000 per annum, payable in July, October, December and at the close of the service.

Distances.

Grand Narrows to Marble Mountain.....	18 miles.
“ West Bay.....	31 “
“ Irish Cove.....	11 “
“ Johnston's Harbour.....	19 “
“ St. Peter's.....	31 “
“ Grandique.....	44 “
“ Mulgrave.....	65 “

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			No. of Passengers Carried.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Richmond....	112.5	18	8.25	105	162	75	100	21	9	Sydney...	1905	Wood

TRAFFIC RETURNS.

Calendar Year.	Number of Round trips run.	Number of Passengers Carried.		Tons of Freight Carried.	Live Stock Carried.	Mails.	Subsidy Paid.
1907.....		1,320		650	Not stated.	Not stated.	\$6,000
1908.....	145	2,100		772	Nil.	Nil.	6,000
1909.....	153	2,290		554	Nil.	Nil.	6,000
1910.....	156	2,200		425	Nil.	Nil.	6,000
1911.....	204	1,970		515	6	Nil.	6,000
1912.....	156	In	1,349	530	Nil.	Nil.	6,000
		Out	925	215	28		
		Total	2,274	735	28		

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MULGRAVE AND GUYSBORO.

HUGH CANN AND SON.

Contract No. 54.

T. & C. File No. 13134.

Vote 204.—Steam service between Mulgrave and Guysboro, calling at intermediate ports.

1912-13.....	\$6,000
1913-14.....	\$5,500

Contractors.

Hugh Cann and Son, of Yarmouth, N.S.

Date of Contract.

April 6, 1912.

Duration of Contract.

April 1, 1912 to March 31, 1913.

Service.

Daily (except Sundays).

Ports of call.

Port Mulgrave and Guysboro, calling each day one way at Queensport, and extending the trips three times each week, during the season of open navigation, to the port of Boylston.

Repairs.

The steamer may be withdrawn one month during each year for repairs, &c. During such withdrawal the service shall be run on alternate days by the steamer *Robert G. Cann*, or other steamer approved by the Minister.

Wind or Ice.

If any trip or trips are missed on account of wind or ice, no deduction may be made from the subsidy otherwise payable for the trip so missed.

Subsidy.

\$5,000 per annum, payable quarterly, in July, October, January and April.

One quarter of the subsidy otherwise payable shall be deducted when the contractors fail to make connections with the Intercolonial Railway at Mulgrave for both eastbound and westbound traffic in the summer season and westbound traffic in the winter season in sufficient time, to permit of the transfer of passengers, mails and express shipments, unless the connection has been missed owing to ice, fog or snowstorms.

It is further provided that the sum of \$1,000 shall be paid to the contractors in the event of their placing on the above route and on the Canso-Mulgrave route a substitute boat, subject to the approval of the Minister, other than the *Malcolm Cann* or *Robert G. Cann*, when these two steamships are taken off their respective routes for repairs.

Mails.

To be carried free.

Distances.

	Miles.
Guysboro' to Mulgrave (via Queensport).....	29½
Mulgrave to Guysboro' (direct).....	25
Guysboro to Boylston.....	5

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H. P.	Speed Knots.	BUILT.		
	Length Feet.	Breadth Feet.	Depth Feet.	Net.	Gross.	Capacity.				At.	In	Of.
Malcolm Cann.	112	20·1	10·8	78	212	Not stated	86	53	11	Locke- port, N.S.	1898	Wood
Latour.....	97·3	20·7	7·8	99	154	Not stated	40	30	9½	Yarmouth N.S.	1888	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907	* 270	3,202	783	Not stated.	Not stated.	\$2,500
1908	265	3,099	1,576	32	581	5,000
1909.....	279	3,129	1,166	Nil.	980	4,000
1910.....	324	3,509	1,449	Nil.	981	5,000
1911 ..	292	4,081	1,379	Nil.	1,145	5,403 84
1912.....	308½	In 1,919 Out 2,246	770 441	Nil.	1,425	6,000
		Total 4,165	1,211			

* Estimated.

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PICTOU, MULGRAVE AND CHETICAMP.

W. A. BEATTIE.

Contract No. 16.

T. & C. File No. 13155.

*Vote 205.—Steam service from the opening to the closing of navigation in 1913
between Pictou, Mulgrave and Cheticamp.*

1912-13.....	\$ 7,000
1913-14.....	7,500

Contractor.

W. A. Beattie, of Pictou, N.S.

Date of Contract.

April 20, 1912.

Duration of Contract.

From the opening to the close of navigation, 1912.

Service and Ports of Call.

(a) One round trip each week between Pictou and Mulgrave, calling both ways at Arisaig, Georgeville, Cape George, Morristown, Malignant Cove, Livingston Cove, Ballantyne Cove and Cribbin's Point; and

(b) Two round trips each week between Mulgrave and Cheticamp, calling both ways at Port Hastings, Port Hawkesbury, Port Hood, Margaree Harbour, Grand Etang, Eastern Harbour and Big Pond; and calling once each week at Pleasant Bay, and whenever passengers or freight are offered and whenever required by the Minister at Henry Island, Mabou Mouth, Inverness, Red Cape and Port Bain, as well as at such other port or ports, place or places *en route* as the Minister may require.

Regular bi-weekly connections are to be maintained with the Intercolonial Railway at Mulgrave, and the Plant Line steamers at Hawkesbury.

Subsidy.

\$7,500, payable in equal instalments on the first days of July and October and on the completion of the service.

Mails.

To be carried free.

3 GEORGE V., A. 1913

Distances.

	Miles.
Pictou to Arisaig.....	24
Arisaig to Malignant Cove.....	5
Malignant Cove to Georgeville.....	5
Georgeville to Livingstone.....	4
Livingstone to Ballantyne.....	10
Ballantyne to Morristown.....	10
Morristown to Mulgrave.....	27
Mulgrave to Hawkesbury.....	2
Hawkesbury to Hastings.....	3
Hastings to Port Hood.....	27
Port Hood to Mabou Mouth.....	8
Mabou Mouth to Port Bain.....	15
Port Bain to Inverness.....	5
Inverness to Red Cape.....	5
Red Cape to Margaree.....	11
Margaree to Grand Etang.....	10
Grand Etang to Cheticamp.....	10
Cheticamp to Pleasant Bay.....	19
	200

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation	N. H. P.	Speed Knots	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
City of Ghent....	135·9	20·4	9·7	119	198	200	90	40	8½	Great Grimsby 1871 Iron G.B.		

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	TONS OF FREIGHT CARRIED.		Number of Live Stock.	Bags of Mail.	Subsidy Paid.
			Weight.	Measure-ment.			
			Tons.				\$
1907	24	181	670	Nil.	Not given.	Not given.	1,368
1908	31	282	1,857	776	248	Nil.	2,000
1909	32	198	1,289	.....	678	Nil.	2,000
1910	36	247	1,361	Nil.	927	Nil.	2,000
1911	26½	326	1,387	382	Nil.	Nil.	2,096 50
1912	86	In	372	1,189	917	Nil.	6,718 75
		Out	343	2,420	81		
		Total	715	3,609	Nil.		

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Traffic returns shown above from 1907 to 1911 inclusive are for Pictou—Cheticamp service only (123 miles), from Pictou to Port Hood, Mabou, Port Bain, Inverness, Red Cape, Margaree, Big Pond and Cheticamp.

NEWCASTLE, NEGUAC AND ESCUMINAC, MIRAMICHI RIVER AND MIRAMICHI BAY.

MIRAMICHI STEAM NAVIGATION COMPANY, LTD.

Contract No. 49.
T. & C. File 13041.

Vote 206.—Steam service between Newcastle, Neguac and Escuminac, calling at all intermediate points on the Miramichi River and Miramichi Bay.

1912-13.....	\$2,500
1913-14.....	\$2,500

Contractors.

The Miramichi Steam Navigation Company, Ltd., of Chatham, N.B.

Date of Contract.

March 14, 1912.

Duration of Contract.

From the opening to the close of navigation in 1912.

Service and Ports of Call.

On Mondays, Wednesdays and Fridays. From Newcastle, to and calling both ways at Chatham, Lower Newcastle, Loggieville, Oak Point, Church Point, Escuminac, Neguac and Mills Point Wharf.

On Tuesdays, Thursdays and Saturdays. From Newcastle, to and calling both ways at Chatham, Lower Newcastle, Loggieville, Oak Point, Bay du Vin, Church Point and Neguac.

The calls at Lower Newcastle and Mills Point Wharf are conditional upon the completion of the wharfs at the respective points.

Subsidy.

\$2,500, payable in two equal instalments, on September 1, and on the completion of the contract.

Mails.

To be carried free.

3 GEORGE V., A. 1913

Distances.

Newcastle to Chatham.....	5 miles.
Chatham to Loggieville.....	5 "
Loggieville to Oak Point.....	7 "
Oak Point to Burnt Church.....	9 "
Burnt Church to Bay du Vin.....	10 "
Burnt Church to Escuminac.....	13 "
Escuminac to Neguac.....	17 "
	66 "

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.			
	Length.	Breadth	Depth.	Net.	Gross.	Capacity.				At	In	Of	
	Ft.	Ft.	Ft.										
Alexandra	97	24	5	9	136	200	50	400	38	10	Chatham	1902	Wood.

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Number of Passengers Carried.		Tons of Freight Carried.	Live Stock.	Sacks of Mail.	Subsidy Paid.
1907.....	170	2,000		1,500	Not given.	Not given.	\$1,500
1908.....	170	7,500		1,300	14	625	\$1,500
1909.....	162	7,050		1,475	34	702	\$2,000
1910.....	174	8,396		1,510	29	574	\$2,000
1911.....	166	7,004		1,445	45	493	\$2,500
1912.....	175	In	3,657	353	9	320	\$2,500
		Out	3,657	1,411	14	232	
		Total	7,314	1,764	23	552	

PELEE ISLAND AND THE MAINLAND.

PELEE AND LAKE ERIE NAVIGATION COMPANY, LTD.

Contract No. 52.
T. & C. File 13170.

Vote 207.—Steam service between Pelee Island and the Mainland.

1912-13.....	\$5,000
1913-14.....	\$5,000

SESSIONAL PAPER No. 10e

Contractors.

The Pelee and Lake Erie Navigation Co., Ltd., of Pelee Island.

Date of Contract.

April 25, 1912.

Duration of Contract.

April 1, 1912 to March 31, 1913.

Service and Ports of Call.

Four round trips each week, weather permitting, between Pelee Island and Kingsville and Leamington; and one additional round trip each week, weather permitting, between Pelee Island and Windsor, Ont.

During closed navigation the service is to be continued by land or other carriage as circumstances may require.

Tariff Rates.

Passenger rate for the return trip between Pelee Island and Kingsville or Leamington or *vice versa*, \$1; and for the return trip between Pelee Island and Windsor or *vice versa*, \$1.50.

Freight rates are to be the same as those contained in a schedule attached to the contract.

Subsidy.

\$5,000, payable as follows; \$2,000 on each of the last days of July and November, and \$1,000 on March 31, 1913.

Mails.

Are to be carried twice per week during open navigation, and once per week during closed navigation between the post offices of Pelee Island, Pelee Island South, Grove Avenue and Scudder, and such post office on the mainland as may be designated by the Postmaster General.

Distances.

Kingsville to Leamington.....	8 miles.
Leamington to Pelee Island.....	16 "
Pelee Island to Windsor.....	53 "
Total.....	77 "

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.						Kts.			
Alfred Clarke.....	110	22'2"	8'6"	147	220	...	270	11	10	Saugatuck, Mich	1887	Wood.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Passengers. Number.	Freight. — Tons.	Live Stock.	Mails.		Subsidy Paid.
					Bags.	Sacks.	
1907*		2,671	2,730	Nil.	Not stated.	Not stated.	\$ 1,500
1908*, Jan. 1 to June 30.		624	5,540	150	150	117	375
1909.		2,015	358	555	348	24	4,000
1910.	180	5,602	+ 2,718	1,231	1,016	215	4,000
1911.	211	4,360	‡ 1,244	732	1,220	383	5,000
1912.	184	In 2,655 Out 2,645	1,464 2,203	20 427	529 448	392 Nil.	5,000
Total		5,200	3,667	447	977	392	

* Service performed by T. J. Stockwell, Leamington, Ont. During the latter part of 1908 the Chatham Navigation Co. performed this service.
+ 222 M ft. lumber and 154 M shingles were also carried.
‡ 279 M ft. lumber were also carried.

SCHEDULE OF FREIGHT RATES.

	Kingsville and Leamington.		Windsor.	
	\$	cts.	\$	cts.
Grain and potatoes, per cwt., car lots	0	06	0	08
Single bags up to fifty per cwt.	0	07	0	09
Fruit in baskets, per cwt	0	20	0	20
Wine, per bbl	0	50	0	50
Oil "	0	50	0	50
Salt and flour, per bbl.	0	25	0	25
Minimum charge on one parcel	0	15	0	15
Any one animal, horses or cattle.	1	50	1	50
Any two " " "	3	00	3	00
Any three " " "	4	50	4	50
Any additional animal over three.	1	25	1	25
Hogs and sheep up to ten, each	0	40	0	40
" " over ten "	0	35	0	35
Groceries and hardware, per cwt.	0	15	0	15
Lumber, per M ft. up to 5 M ft.	2	00	2	00
After 5 M ft.	1	50	1	50
Shingles per M.	0	25	0	25
Lath, per M.	0	35	0	35
Gristing, per bag, return.	0	10	0	10
Tobacco, per cwt.	0	20	0	20
Buggies, set up, each.	1	00	1	00
Buggies, crated, each.	1	50	1	50
Coal, per ton.	1	00	1	00

PETIT DE GRAT AND INTERCOLONIAL RAILWAY TERMINUS
AT MULGRAVE.

WILLIAM G. LESLIE.

Contract No. 20.
T. & C. File No. 13160.

Vote 203.—Steam Service between Petit de Grat and Intercolonial Railway terminus
at Mulgrave.

1912-13.	\$5,000
1913-14.	5,000

Contractor.

William G. Leslie, of Grindstone, Magdalen Islands.

Date of Contract.

April 23, 1912.

Duration of Contract.

May, 1912, to March 31, 1913.

Service and Ports of Call.

One full trip each way daily (Sundays excepted) between Petit de Grat, Arichat and Mulgrave, calling on all trips both going and coming at West Arichat, and once each week at Correto's Factory, Cape Auget, on trips from Arichat to Mulgrave.

Wind and Ice.

In the event of any trip or trips being missed on account of wind or ice, no deduction may be made from the subsidy otherwise payable for the trips so missed.

Subsidy.

\$5,000, payable quarterly in July, October, January and April.

Repairs.

The steamer may be laid off twice in the year, if necessary, for repairs and other overhauling, such period not to exceed two weeks during the continuance of this contract.

Call at Petit de Grat.

Until the wharf at Petit de Grat is rendered accessible by the removal of the sunken dredge at that point, no call need be made at that port.

Distances.

	Miles.
Petit de Grat to Arichat.....	9
Arichat to West Arichat.....	6
West Arichat to Mulgrave.....	17
	—
	32

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H.P.	Speed Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capa- city.				A+.	In.	Of.
	Ft.	Ft.	Ft.									
Magdalen .	98.6	21.6	8.8	91	134	150	18	28	10	Shelburne,		
										N.S.....	1906..	W. I.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails, Sacks.	Subsidy Paid.
						\$ cts.
1907.. . . .	283	1,972	852	Not stated.	Not stated.	3,000 00
1908.....	275	1,950	800	Nil.	Nil.	3,000 00
1909.....	253	1,989	874	5	570	3,000 00
1910.....	305	1,978	726	Nil.	1,698	3,000 00
1911.....	264	2,167	952	Nil.	1,583	3,257 71
Jan. 1 to May 4, 1912.....	96½	In. . . .377 Out.....370	258 27	Nil. 121	157 79	472 22
		Total.... 747	285	121	236	
May 13 to Dec. 31, 1912.....	190½	In.....1,174 Out....1,187	463½ 209½	Nil.	835 566	3,149 04
		Total..2,361	673		1,401	

From 1907 to May 4, 1912, the service was performed by Messrs. Hugh Cann & Son, of Yarmouth, N S.

PETITCODIAC RIVER, MONCTON, WAY PORTS, AND A PORT OR PORTS IN THE COUNTY OF CUMBERLAND, N.S.

SHEPODY NAVIGATION CO., LTD.

Contract No. 47.
T. & C. File No. 13154.

Steam Service on the Petitcodiac River between Moncton and way ports and a port or ports on the west coast of the County of Cumberland, in the Province of Nova Scotia.

1912-13.....\$2,000

There is no vote in the estimates for 1913-14 for this service.

Contractors.

The Shepody Navigation Company, Ltd., of Moncton, N.B.

Date of Contract.

April 19, 1912.

Duration of Contract.

From April 1 to the close of navigation, 1912.

Service and Ports of Call.

Tri-weekly trips between Moncton and Hillsboro', Edgett's Landing and Hopewell Cape; and weekly trips between Moncton and Hopewell Hill, Riverside and Harvey, N.B., and Joggins, N.S., such weekly trips to extend every second week to River Hebert and Shulee, N.S.

Subsidy.

\$2,000; one half payable on July 1, and the remainder on the close of navigation.

Mails.

To be carried free.

Distances.

		Miles.
Moncton to Hillsboro'		15
" Edgetts'		18
" Hopewell Cape		22
" Hopewell Hill		31
" Harvey		32
" Riverside		34
" Shulee		37
" Joggins		39
" R. Hebert		51

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H.P.	Speed—Knots.	BUILT.		
	Length	Breadth	Depth.	Net.	Gross.	Capa- city.				At.	In.	Of.
	Ft.	Ft.	Ft.									
Wilfrid C. . . .	80	18	8	48	99	680 brls.	125	16	12	Yarmouth N.S.	1897..	Wood.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907.....	98†	1,445	2,786	Not stated.	Not stated.	*\$2,500
1908.....	98†	1,060	2,415	2	Nil.	2,000
1909.....	99	872	1,880	Nil.	Nil.	2,000
1910.....	98	1,705	1,905	Nil.	Nil.	2,004
1911.....	99	1,004	826	Nil.	Nil.	2,000
1912.....	98	In.....272 Out.....439	755 731	Nil.	Nil.	\$2,000
		Total....711	1,486			

* Including part of subsidy for previous year. † Estimated.

PICTOU, CHARLOTTETOWN AND MONTAGUE.

THREE RIVERS STEAMSHIP COMPANY.

Contract No. 19.
T. & C. File No. 13101.

Vote 209.—Steam service between Pictou and Montague and between Charlottetown and Montague, calling at Murray Harbour and Georgetown.

1912-13.....	\$6,000
1913-14.....	\$6,000

Contractors.

The Three Rivers Steamship Company, of Charlottetown, P.E.I.

Date of Contract.

March 20, 1912.

Duration of Contract.

From the opening to the close of navigation in 1912.

Service and Ports of Call.

- (a) Two round trips each week, sailing from Montague, calling at Georgetown and Murray Harbour in Prince Edward Island, and Pictou, N.S., returning to Murray Harbour, Georgetown and Montague.
- (b) One round trip each week, sailing from Montague to Charlottetown, calling each way at Georgetown and Murray Harbour.

Subsidy.

\$6,000 per annum, payable in three equal instalments in July, September and at the close of navigation.

Mails.

To be carried free.

Distances.

Montague to Georgetown.....	6 miles.
Georgetown to Murray Harbour.....	30 “
Murray Harbour to Pictou.....	35 “
	<hr/>
	71 “
	<hr/>
Montague to Georgetown.....	6 “
Georgetown to Murray Harbour.....	30 “
Murray Harbour to Charlottetown.....	55 “
	<hr/>
	91 “

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DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	BUILT		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.			At	In	Of
	Feet.	Feet.	Feet.								
Enterprise.....	120	25	8.5	98	210	100	100	42	Shelburne, N.S.	1907	Wood

Speed, 11 knots.

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Number of Live Stock Carried.	Bags of Mail.	Subsidy Paid.
						\$
1907.....	76	1,320	2,464	Not stated.	Not stated.	2,400
1908.....	98	1,366	3,376	137	313	6,000
1909.....	101	1,533	3,410	826	290	6,000
1910.....	106	1,525	3,416	634	817	6,000
1911.....	96	1,709	3,755	362	263	6,000
1912	98	In.....	780	21	147	6,000
		Out....	950	388	156	
		Total.	1,730	409	303	
			5,634			

PRINCE EDWARD ISLAND, CAPE BRETON AND NEWFOUNDLAND.

DOMINION COAL COMPANY, LTD.

Contract No. 36.

T. & C. File 13171.

Vote 210.—Steam service between Prince Edward Island and Cape Breton and Newfoundland.

1912-13.....	\$12,000
1913-14.....	\$12,000

Contractors.

The Dominion Coal Company, Ltd., of Glace Bay, C.B.

Date of Contract.

April 27, 1912.

Duration of Contract.

From the opening to the close of navigation in 1912.

Service and Ports of Call.

The steamers *City of Sydney* (formerly the *Rosalind*) and *Morwenna* (formerly the *Ardeola*), running on the route between Montreal and St. John's, Nfld., will perform a regular service from Charlottetown, P.E.I., to St. John's, as follows:

- (a) From June to September, inclusive, sailing from Charlottetown every seven days, weather permitting.
- (b) During the remainder of the season of navigation sailing from Charlottetown every ten days, weather permitting.
- (c) On all eastbound trips from Montreal calling at Summerside and Charlottetown, P.E.I., and North Sydney and Sydney, N.S., and upon all westbound trips at Sydney, N.S.
- (d) Calls at Summerside and North Sydney are conditional upon there being sufficient depth of water and amount of freight offering at these ports.

Freight Space.

Reasonable space for all classes of freight shall be reserved for all the ports of call. Upon the recommendation of the Board of Trade of Summerside or Charlottetown the Minister may require the contractors to supply additional tonnage for the transportation of freight from the said ports to Cape Breton or Newfoundland, and the contractors shall supply such additional tonnage.

Subsidy.

\$12,000, payable on July 1, September 1, and on the completion of the service.

Mails.

To be carried free.

Canadian Trade Commissioners.

To be carried free.

Distances.

Montreal to Charlottetown.....	750 miles.
Charlottetown to Sydney.....	220 “
Sydney to St. John's.....	400 “
	<hr/>
	1370 “

SESSIONAL PAPER No. 10e

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			N. H. P.	Speed, Knots.	PASSENGER ACCOMMODATION.		Refrigerator Space.	BUILT.		
	Length	Breadth.	Depth.	Net.	Gross.	Capacity.			1st Class.	2nd Class.		At	In	Of
	Feet.	Feet	Feet.											
Bonavista..	240	35.5	18.3	837	1,306	1,600	160	10½	40	30	Nil.	Low Walker.	1884	Iron.
Cacouna...	250	35.4	16.4	931	1,451	1,950	142	9½	Nil.	Nil.	Nil.	Newcastle...	1884	Iron.
City of Sydney.	300	41	21.5	1,634	2,568	3,000	319	11	100	45	Nil.	Newcastle...	1890	Steel.
Morwenna	260	34.2	15.7	765	1,414	1,600	234	12½	60	28	Nil.	Dundee...	1904	Steel.

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Number of Live Stock Carried.	Subsidy Paid.
					\$
1907.....	10	830	7,745	Not stated.	8,000
1908.....	9	482	6,864	1,219	8,000
1909.....	12	535	11,321	1,415	8,000
1910.....	12	417	10,251	2,052	8,000
1911.....	32	2,157	37,283	2,814	12,000
1912.....	27½	In . . . 563 Out..... 630 Total...1,193	1,210 23,876 25,086	Nil. 1,998 1,998	12,000

CARGO EXPORTED DURING 1912.

From.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons Weight.	Tons Meas't.	Value.	Tons Weight.	Tons Meas't.	Value.	Tons Weight.	Tons Meas't.	Value.
			\$			\$			\$
Sydney.....	252	4	10,970				252	4	10,970
Charlottetown.....	7161	138½	228,844				7,161	138½	228,844
Summerside.....	575		26,555				575		26,555
Montreal.....	16,459½	40	1,034,416	1,192½	6	191,025	17,651½	46	1,225,441
Total.....	24,447½	182½	1,300,785	1,192½	6	191,025	25,639½	188½	1,491,810

PRINCIPAL ARTICLES EXPORTED DURING 1912.

From Sydney: All Canadian Origin:

Felt, roofing, coal tar, cement, asbestos, sheep and lambs, iron pipe and hides.

From Charlottetown ; All Canadian Origin :

Oats, potatoes, hay, turnips, cabbages, beets, apples, butter, cattle, sheep, pigs, horses, condensed milk, lumber, straw, cheese, leather, eggs, plums and vegetables.

From Summerside : All Canadian Origin :

Cattle, sheep, potatoes, hay, oats, straw, cheese, butter and vegetables.

From Montreal : Canadian Origin :

Flour, wheat, bran, malt, oats, barley, yeast, cheese, butter, leather, fruit juice, pork, oilcloth, paint, paper, shot, trunks, groceries, stamped ware, metal shingles, oil, hardware, drugs, nails, wire, solder, fencing, woollen goods, corsets, rubbers, rubber shoes, stone ware and chewing gum.

United States Origin :

Beef, pork, oil, lard, drugs, gasoline, tea, stoneware, wines and liquors and nails.

PRINCE EDWARD ISLAND AND THE MAINLAND.

CHARLOTTETOWN STEAM NAVIGATION COMPANY.

Contract No. 13.
T. & C. File 11631.

Vote 211.—Steam Service from the opening to the closing of navigation in 1913, between Prince Edward Island and the mainland.

1912-13.....	\$12,500
1913-14.....	12,500

Contractors.

The Charlottetown Steam Navigation Company, Ltd.

Date of Contract.

March 23, 1910.

Duration of Contract.

From the opening of navigation in 1911 to December 31, 1916.

SESSIONAL PAPER No. 10e

Service and Ports of Call.

One full round trip daily (Sundays excepted) during the season of navigation, between Charlottetown and Pictou; and one full round trip daily (Sundays excepted) during the season of navigation between Summerside and Point du Chene. A reasonable time is to be allowed for transfer of freight to and from the railways.

Change in Route.

Should the Minister during the continuance of this contract at any time so decide, and the proper facilities be provided, the route known as the Charlottetown- Pictou route shall be changed to the Charlottetown-Brulé route, and the services performed between the two latter ports in the manner provided in this contract for the Charlottetown-Pictou route.

Cold Storage.

Each steamer is to be fitted with and to operate such cold storage appliances as the Minister may from time to time require.

Subsidy.

\$12,500 per annum, payable as follows: \$3,500 on July 1; \$5,000 on October 1 and \$4,000 on the close of navigation, in each year.

Mails.

To be carried free.

Distances.

	Miles.
Charlottetown to Pictou.....	52
Summerside to Pointe du Chene.....	40

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	Refrigerator Space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In	Of
	Ft.	Ft.	Ft.				1st Cl's	Cu. Ft.		K'ts			
<i>On Charlottetown and Pictou Route :—</i>													
Northumberland.	225	33	20	519	1,255	500	585	Nil.	350	15	Newcastle-on-Tyne.	1891	Steel.
<i>On Summerside and Point du Chene Route :—</i>													
Empress.....	235	34	20	612	1,342	650	707	Nil.	365	16½	Newcastle-on-Tyne.	1906	Steel.

TRAFFIC RETURNS.

CHARLOTTETOWN AND PICTOU SERVICE.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
1907.....	177	8,862	16,247	Not stated.	Not stated.		\$12,500—for both services.
1908.....	208	11,104	18,258	2,287	2,357	2,255	\$12,500—for both services.
1909.....	217	9,733	20,939	3,008	2,251	2,154	\$12,500—for both services.
1910.....	219	11,282	18,410	4,878	2,309	2,052	\$12,500—for both services.
1911.....	207	10,641	18,299	2,521	1,930	1,375	\$12,500—for both services.
1912.....	212	In 5,541	11,282	543	970	933	\$12,500—for both services.
		Out 5,338	8,853	2,068	949	510	
		Total 10,879	20,135	2,611	1,919	1,443	

SUMMERSIDE AND POINT DU CHENE SERVICE.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
1907... ..	199	29,135	20,317	Not stated.	Not stated.		See above.
1908.....	198	29,240	16,721	14,765	2,694	19,361	
1909	210	30,653	23,799	15,321	2,683	23,502	
1910... ..	222	31,649	19,421	13,887	3,097	23,704	
1911.....	212	31,788	21,036	7,442	3,491	33,138	
1912.....	209	In 15,090	9,098	83	2,613	21,964	
		Out 17,054	10,727	7,705	1,425	8,667	
		Total 32,144	19,825	7,788	4,038	30,631	

QUEBEC AND BLANC SABLON.

HOLLIDAY BROTHERS.

Contract No. 35.
T. & C. File 13025.

Vote 212.—Steam Service during the year 1913, between Quebec and Blanc Sablon, calling at ports and places along the northern shore of the River St. Lawrence between such terminals.

1912-13.....	\$20,000
1913-14.....	20,000

SESSIONAL PAPER No. 10e

Contractors.

Holliday Brothers, of Quebec.

Date of Contract.

September 10, 1911.

Duration of Contract.

Opening of navigation on the St. Lawrence in 1912 to the close of navigation in 1914.

Service.

Weekly, during the season of navigation.

Ports of Call.

From Quebec to Esquimaux Point weekly voyages, calling both ways on all trips at Les Escoumins, Manicouagan, Godbout, Point des Monts, Trinity Bay, Seven Islands, Moisie, Sheldrake, Thunder River, Magpie, River St. John, Long Point and Mingan; three of such trips each month to be extended each season to Nastashquan, with a further extension of two trips each month to Harrington; calling at way ports between Natashquan and Harrington, and in addition extending one trip each season to Blanc Sablon, also calling at intermediate ports.

The first trip each spring to Esquimaux Point is to be extended to Natashquan.

Calls at Esquimaux Point are to be made whenever weather and tide will permit, or when there are freight or passengers to embark or land at that place.

Cold Storage and Accommodation.

Steamers are to be fitted with reasonable cold storage accommodation, and with passenger accommodation for 30 saloon and 50 steerage passengers, and with a carrying capacity of not less than 1,200 barrels, and be lighted with electricity and classed A1 Lloyd's.

Subsidy.

\$20,000 per annum; \$6,000 being payable on July 1; \$6,000 on October 1; and \$8,000 on the closing of navigation.

Mails.

To be carried free.

Distances.

	Miles.
Quebec to Manicouagan.....	212
Manicouagan to Godbout.....	31
Godbout to Pt. des Monts.....	9
Pt. des Monts to Trinity Bay.....	6
Trinity Bay to Egg Island.....	15
Egg Island to Pentecost.....	11
Pentecost to Seven Islands.....	39
Seven Islands to Moisie.....	15
Moisie to Sheldrake.....	44
Sheldrake to Thunder River.....	4
Thunder River to Magpie.....	12
Magpie to St. John's River.....	6
St. John's River to Long Point.....	9
Long Point to Mingan.....	5
Mingan to Esquimaux Point.....	18
Esquimaux Point to Natashquan.....	74
Natashquan to Harrington.....	130
Harrington to Blanc Sablon.....	120
	<hr/> 760

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.		N.H.P.	Speed.	BUILT		
	Length.	Breadth.	Depth.	Net.	Gross.			At	In	Of
	Feet.	Feet.	Feet.							
Aranmore.....	241·5	34·8	15·7	500	1,170	260	12	Dundee.....	1890	Iron.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
1907.....	32	2,508	24,000	Not stated.	Not stated.		\$ cts. 20,000 00
					Lock Bags.	Tied Sacks.	
1908.....	35	2,695	10,180	22	1,692	1,448	20,000 00
1909.....	35	2,359	4,970	110	1,589	913	20,000 00
1910.....	30	2,996	8,600	179	1,389	1,138	20,000 00
1911.....	19	1,803	3,610	98	670	856	13,666 65
1912.....	23	In.... 1,005 Out... 1,325	4,451 1,861	46 84	542 562	572 572	
		Total.. 2,330	6,312	130	1,104	1,144	12,214, 28

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QUEBEC AND GASPE BASIN.

BOUCHARD BROS.

Contract No. 21.
T. & C. File 10786.

Vote 213.—Steam service between Quebec and Gaspé Basin, touching at intermediate ports.

1912-13.....	\$8,500
1913-14.....	8,500

Contractors.

Bouchard Bros., of Quebec, Que.

Date of Contract.

January 27, 1909.

Duration of Contract.

From the opening of navigation, 1909, to the close of navigation in 1913.

Service and Ports of Call.

Two full round trips each month between Quebec and Gaspé Basin, during the season of navigation in each year, calling both ways, weather and water permitting, at Matane, Cape Chatte, Ste. Anne des Monts, Mont Louis, Grande Vallée, Chlorydomes, Fox River, Griffin Cove, L'Anse à Louise, Grande Greve, Douglastown and Gaspé Basin; and at the following places once each round trip, either on the up or down voyage, viz; Ste. Felicité, Mechin, Martin River, Claude River, St. Antoine, Little Magdalen, Cape Magdalen, Petite Vallée, Pte. Frigate, Pte. Seches, Grand Etang, Anse à Valeau, Pte. Jaune, Little Fox River, Cape Rosier, as well as such other port or ports, place or places, en route, as the Minister may from time to time direct.

(a) Calling both ways at Rivière du Loup wharf, provided there be sufficient depth of water to do so.

Subsidy.

\$8,500 per annum; \$2,500 payable on July 1, \$3,000 on October 1, and \$3,000 on the close of navigation.

Mails.

To be carried free.

Distances.

	Miles.
Quebec to Matane.....	205
Matane to St. Felicité.....	9
Ste Felicité to Mechins.....	14
Mechins to Cap Chat.....	13
Cap Chat to Ste. Anne.....	9
Ste. Anne to Marten River.....	19
Marten River to Claude River.....	11
Claude River to Mont Louis.....	6½
Mount Louis to St. Antoine.....	7½
St. Antoine to Lit. Madeleine.....	5
Lit. Madeleine to Cap Madeleine.....	4
Cap Madeleine to Grand Valley.....	6½
Grand Valley to Pte. Vallée.....	3½
Pte. Vallée to Pte. Frigate.....	4
Pte. Frigate to Chlorydomes.....	5½
Chlorydomes to Pte. Seche.....	2½
Pte. Seche to Grand Etang.....	3
Grand Etang to Anse à Valeau.....	6½
Anse à Valeau to Pte. Jaune.....	3
Pte. Jaune to Little Fox River.....	3
Little Fox River to Fox River.....	3
Fox River to Griffin Cove.....	5½
Griffin Cove to L'Anse à Louise.....	4
L'Anse à Louise to Cap Rosier.....	2
Cap Rosier to Grande Greve.....	11
Grande Greve to Douglastown.....	5
Douglastown to Gaspé.....	8½
	379½

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			N. H. P.	Speed, knots.	BUILT		
	Length.	Breadth	Depth.	Net.	Gross.	Capa- city.	1st Class.	2nd Class.	3rd Class.			At	In	Of
	Ft.	Ft.	Ft.											
Lady of Gaspé. (formerly Restigouche).	229·7	31	16·1	705	1,189	1,501	90	30	100	170	12¾	Port Glasgow	1877	Iron.

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TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907.....	15	2,275	2,200	Nil.	Nil.	\$8,500
1908.....	15	2,225	2,295	Nil.	Nil.	\$8,500
1909.....	15	1,806	2,359	Nil.	Nil.	\$8,500
1910.....	15	1,631	2,525	Nil.	Nil.	\$8,500
1911.....	15	1,801	2,070	Nil.	Nil.	\$8,500
1912.....	15	In.... 1,670 Out... 935	870 1,190	Nil.	Nil.	\$8,500
		Total 2,605	2,060			

QUEBEC AND ISLE OF ORLEANS.

(Winter Service).

QUEBEC AND LEVIS FERRY CO., LTD.

Contract No. 51.

T. & C. File No. 13013.

Vote 214.—Steam service between Quebec and the Isle of Orleans during the time between the closing of regular navigation in the autumn and the taking of the ice bridge between the island and the mainland; also after breaking up of the ice bridge until the resumption of the regular navigation in the Spring.

1912-13 (An additional \$1500 was included in the Supplementary Estimates)	\$500
1913-14.....	\$2,000

Contractors.

The Quebec and Levis Ferry Company, Ltd., of Quebec.

Date of Contract.

November 23, 1912.

Duration of Contract.

From the close of navigation in 1912 to the opening of navigation in 1913.

3 GEORGE V., A. 1913

Service and Ports of Call.

A daily service, Sundays excepted, between Quebec and the Island of Orleans, ice, snow-storms and weather permitting, during the time occurring between the closing of regular navigation in the autumn of 1912 and the taking of the ice bridge between the said Island of Orleans and the mainland, and again in the spring of 1913 from the time of the breaking up of the ice bridge to the resumption of regular navigation.

Subsidy.

\$2,000, payable as follows: on March 31, 1913, such proportion as shall have been earned, and the balance on the completion of the service.

Mails.

It is understood that the contractors will make arrangements with the Post Office Department for the carriage of mails, such as will be satisfactory to the said Department.

Distance.

Quebec to Isle of Orleans..... 5 miles.

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed, knots.	BUILT		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Polaris.....	118.5	31.2	16.5	335	532	150	518	101	12	Levis	1883, re-built 1911	Wood and iron.

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907.....	.....	1,307	37	Nil.	Nil.	\$500
1908.....	.....	800	57	Nil.	Nil.	\$500
Jan. 1 to Apr. 23, 1909.....	.....	400	31	Nil.	Nil.	\$500
Nov. 29, 1909, to Apr. 11, 1910...	32	1,608	100	Nil.	Nil.	\$500
Nov. 28, 1910, to Apr. 11, 1911...	32	2,000	77	Nil.	Nil.	\$500
Nov. 27, 1911, to Apr. 29, 1912. ...	52	In.... 1,131 Out... 1,131	120 86	Nil.	Nil.	\$2,000
		Total 2,262	266			

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QUEBEC AND THE NORTH SHORE OF THE ISLAND OF ORLEANS.

THE QUEBEC AND LEVIS FERRY CO., LTD.

Contract No. 69.

T. & C. File No. 12087.

Vote 215.—Steam service between Quebec and ports on the north shore of the Isle of Orleans.

1912-13.....	\$2,500
1913-14.....	\$2,500

Contractors.

The Quebec and Levis Ferry Co., Ltd., of Quebec, Que.

Date of Contract.

July 13, 1911.

Duration of Contract.

From July 15, 1911 to November 15, 1912.

Service and Ports of Call.

Two round trips each week between Quebec and St. Francois and Ste. Famille on the North Shore of the Isle of Orleans; and a third round trip shall be made if contractors find that traffic warrants it in the months of September and October.

Cancellation of Contract.

The contractors have the option of cancelling the service, as far as the season of 1912 is concerned, provided notice to that effect in writing is given to the Minister on or before March 1, 1912.

Subsidy.

\$2,500 per annum, payable monthly.

Mails.

To be carried free.

Distances.

Quebec to Ste. Famille.....	18 miles.
Ste. Famille to St. Francois....	7 "
	<hr/>
	25 "
	<hr/>

DESCRIPTION OF VESSEL EMPLOYED

NAME.	DIMENSIONS.			TONNAGE.			Passenger Ac. commodation.	N.H.P.	Speed.	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross.	Capa- city.				At	In	Of
	Ft.	Ft.	Ft.									
North.....	132·4	25·2	9·3	182	289	Not stated	450	30	Knots 10	Levis.. .. .	1886 Re- built '02.	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy Paid.
1911	40	1,610	475	Nil.	Nil.	\$2,500
1912.....	43	In.....836	305	Nil.	Nil.	\$2,500
		Out.....825	44			
		Total..1,661	349			

RIVIERE DU LOUP AND TADOUSAC AND OTHER NORTH SHORE PORTS.

THE TRANS ST. LAURENT COMPANY, LTD.

Contract No. 62.
T. & C. File 12307.

Vote 216.—*Steam Service between Rivière du Loup, Tadousac and other North Shore ports.*

1912-13.....	\$6,000
1913-14.....	\$6,000

Contractors.

La Cie. Trans St. Laurent, Ltee., of Fraserville, Que.

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Date of Contract.

March 27, 1911.

Duration of Contract.

May 1, 1911 to October 31, 1916.

Service and Ports of Call.

Full round trips from Rivière du Loup on week days as follows:

(a) In July and August:—Twice a week, calling at St. Catherine's Bay, Tadousac and Escoumains. Three times a week, calling at St. Catherine's Bay, Tadousac and Grosse Roche in the Saguenay. Once a week, calling at St. Simeon, St. Catherine's Bay and Tadousac.

(b) In June and September:—Twice a week, calling at St. Catherine's Bay, Tadousac and Escoumains. Twice a week, calling at St. Catherine's Bay, Tadousac and Grosse Roche. Once a week, calling at St. Simeon, St. Catherine's Bay and Tadousac.

(c) In May and October:—Twice a week, calling at St. Catherine's Bay, Tadousac and Escoumains. Twice a week, calling at St. Catherine's Bay, Tadousac and Grosse Roche. Once a week, calling at St. Simeon.

Subsidy.

\$6,000 per annum; payable in three equal instalments on July 1, September 1 and November 1 in each year.

Mails.

To be carried free.

Distances.

	Miles.
Rivière du Loup to St. Simeon.....	35
St. Simeon to St. Catherine's Bay.....	30
St. Catherine's Bay to Tadousac.....	5
Tadousac to Escoumains.....	28
	<hr/>
	98
	<hr/>
Rivière du Loup to Tadousac.....	24

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.		N. H. P.	Speed.	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross.			At	In	Of
	Feet.	Feet.	Feet.							
Mahone	86	19·8	10·5	79	127	24	11	Mahone Bay, N. S.	1904	Wood.

TRAFFIC RETURNS.

CALENDAR YEAR.	No. of round trips run.	PASSENGERS.		FREIGHT.		Live Stock.	MAILS.		Subsidy Paid.
		1st Class.	2nd Class.	Tons Weight.	Tons Measurement.		Lock Bags.	Tied Sacks.	
1909		1,093	259	936	Nil.	13	430	653	\$ 3,627 65
1910.....	115	2,026	Nil.	309	Nil.	23	617	290	6,000 00
1911..	142	2,793	Nil.	353	9	18	1,231	300	6,000 00
1912.....	141								
					Feet Lumber.				
		In.....		75	Nil.	6	392	10	
		Out.....	Nil.	266	53,705	20	745	238	6,000 00
		Total....		341	53,705	26	1,137	248	

WINTER STEAM SERVICE BETWEEN RIVIERE DU LOUP, TADOUSAC AND OTHER ST. LAWRENCE PORTS.

LA COMPAGNIE TRANS ST. LAURENT.

Contract No. 62.
T. & C. File No. 12302.

Vote 217.—*Winter Steam Service between Rivière du Loup, Tadousac and other St. Lawrence ports.*

1912-13.....	\$8,000
1913-14.....	8,000

Contractors.

La Compagnie Trans St. Laurent, Ltée, of Fraserville, Que.

Date of Contract.

March 27, 1911.

Duration of Contract.

April 1, 1911 to April 30, 1916.

Service and Ports of Call.

(a) During the months of November and December in each year from 1911 to 1915 inclusive, and the months of January, February and March in each year from 1912 to 1916 inclusive; an average of four round trips each month between Rivière du Loup and Tadousac.

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(b) During the month of December in the years 1911 to 1915 inclusive, and the months of January, February and March in the years 1912 to 1916 inclusive; an average of two round trips each month between Tadousac and Escoumains or St. Simeon or Anse de la Grosse Roche or *vice versa*, calling at one or more of the said latter three ports.

Subsidy.

(a) \$200 for each round trip performed between Tadousac and Rivière du Loup during the months of April and November in each year from 1911 to 1915 inclusive, and \$250 for each round trip between Tadousac and Rivière du Loup during December in each of the years 1911 to 1915 inclusive, and January, February and March in each of the years 1912 to 1916 inclusive.

(b) \$50 for each round trip performed according to paragraph "b" under "Service and Ports of Call" above, between Tadousac and Escoumains or St. Simeon or Anse de la Grosse Roche, during December in each year from 1911 to 1915 inclusive, and January, February and March in each of the years 1912 to 1916 inclusive.

(c) \$500 for each round trip from Rivière du Loup to Clark City (Seven Islands), *via* Tadousac, in addition to any other trips otherwise provided for herein, and for which subsidy has been paid, between Tadousac and Rivière du Loup; not exceeding, however, four round trips between October 31 and May 1, of each year.

Additional Subsidy.

Should the contractors perform a greater number of trips than those stipulated above, in the clause headed "Service and Ports of Call," they shall be paid in addition a proportionate amount of the subsidy as stipulated in the clause headed "Subsidy," provided that the amount shall not be in excess of the subsidy available therefor in the Estimates for each fiscal year from 1911-12 to 1915-16 inclusive.

Mails.

To be carried free.

Distances.

		Miles.
Tadousac to Rivière du Loup.....		24
“ Escoumains.....		20
“ Anse de la Grosse Roche.....		12
“ St. Simeon.....		21

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	Refrigerator Space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In	Of
	Feet.	Feet.	Feet.										
Mahone.	86	19·8	10·5	79	127	75	40	Cu. ft.	24	11	Mahone Bay, N. S. 1904 Wood		

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TRAFFIC RETURNS.

CALENDAR YEAR.	No. of Round Trips Run.	Passengers Carried.	FREIGHT CARRIED.		Live Stock.	MAILS.		Subsidy Paid.
			Weight.	Lumber.		Bags.	Sacks.	
			Tons.	Feet.				\$
1910.....	81	328	145	Nil.	3	229	109	5,600
1911... ..	49	290	112	8,400	4	234	28	5,500
1912.....	44	In.....139	13	Nil.	Nil.	61	1	6,950
		Out ... 179	91	25,910	.....	106	24	
		Total...318	104	25,910	.....	167	25	

ST. CATHERINE'S BAY AND TADOUSAC.

LA COMPAGNIE TRANS ST. LAURENT.

Contract No. 24.

T. & C. File No. 12249.

Vote 218.—Winter steam service between St. Catherine's Bay and Tadousac.

1912-13.....	\$3,500
1913-14.....	\$3,500

Contractors.

La Cie. Trans St. Laurent, Lteé.

Date of Contract.

March 27, 1911.

Duration of Contract.

November, 1910, to April 30, 1916.

Service and Ports of Call.

Two round trips each day (Sundays excepted) between St. Catherine's Bay and Tadousac, weather and ice conditions permitting; save and except on such days as may be required to make four trips during the winter to Seven Islands and return to Tadousac, the return to the said port of Tadousac to be conditional upon the weather and ice permitting.

On the days when the said trips are performed to Seven Islands the contractors will not be bound to call more than once at St. Catherine's Bay, provided that during such time the contractors shall make arrangements for the carriage of the mails and passengers once each day between Tadousac and St. Catherine's Bay, weather and ice conditions permitting.

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(a) Furthermore, on Tuesdays and Fridays of each week covered by this contract, the contractors, having to call on each of the said days at Rivière du Loup, in accordance with another contract, called the 'Winter Service Contract, with this Department, shall not be bound to call at St. Catherine's Bay more than twice on each of the said days, viz: once on the outward trip from Tadousac to Rivière du Loup, and once on the inward trip from Rivière du Loup to Tadousac.

Subsidy.

\$3,500. per annum payable in instalments on the last days of November, December, January, February, March and April.

Mails.

To be carried free.

Distance.

St. Catherine's Bay to Tadousac..... 2 miles.

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	Refrigerator Space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At.	In.	Of.
	Ft.	Ft.	Ft.					C. Ft.		Knots			
Mahone.	86	19·8	10·5	79	127	75	40	Nil.	24	11	Mahone Bay, N.S.	1904	Wood

TRAFFIC RETURNS.

Year.	No. of Round Trips Run.	Passengers No.	Freight Tons.	Live Stock No.	MAILS.		Subsidy Paid.
					Bags.	Sacks.	
*Feb. 15 to May 15, 1909.....	150	359	6	9	260	Nil.	\$ ct-. 2,250 00
1910-.....	272	479	8	38	462	167	4,619 52
1911-.....	284	452	29	56	667	116	3,357 91
1912-.....	277	In 314 Out 323	14 17	23 88	509 196	138 3	3,364 09
		Total 637	31	111	705	141	

*Service performed by Price Bros., Quebec.

ST. JOHN AND DIGBY.

DOMINION ATLANTIC RAILWAY COMPANY.

Contract No. 8.
T. & C. File 13100.

Vote 219.—Steam service between St. John and Digby.

1912-13.....	\$20,000
1913-14.....	\$20,000

Contractors.

The Dominion Atlantic Railway Company, of Kentville, N.S.

Date of Contract.

March 30, 1912.

Duration of Contract.

April 1, 1912 to March 31, 1913.

Service and Ports of Call.

Full round daily trips (Sundays excepted) from St. John to Digby and return to St. John.

Connection at St. John.

On all trips from Digby to St. John the steamer shall arrive at St. John in ample time for passengers, mails and express goods westward bound to be transferred to the C.P.R. afternoon train for Montreal.

Subsidy.

\$20,000 payable quarterly, in July, October, January and April.

Mails.

To be carried free. If during the continuance of this contract other trips are made than as above specified, all mails tendered shall be carried without additional remuneration.

Distance.

St. John to Digby..... 47 miles.

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DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator Space	N. H. P.	Speed Knots	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross.	Capa- city.	1st Class.	2nd Class.	3rd Class.				At	In.	Of.
	Ft.	Ft.	Ft.							C.F.					
Prince Rupert. . . .	268	32	11½	620	1,158	300	850	..	....	Nil.	400	18	Dumbarton. . .	1894	Steel.
Prince Albert. . . .	103	26	8½	49	108	50	150	....	...	Nil.	40	10	Shelburne, N.S	1901	Wood
Yarmouth.....	220·3	36·2	21	725	1,452	.	450	....	....	Nil.	260	....	Dumbarton...	1887	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Subsidies Paid.
1907.....	263	27,068	21,285	Not stated.	Not stated.		\$16,245 29
1908.....	314	28,782	21,161	349	2,093 lock bags. 8,413 tied sacks.		19,935 90
1909.....	313	29,889	22,061	471	Bags. 4,414	Sacks. 16,004	19,792 50
1910.....	313	32,328	23,163	499	4,782	17,511	19,872 20
1911.....	311	30,834	27,040	406	5,075	21,340	19,870 96
1912.....	312	In 17,363 Out 13,789	4,241 22,279	487 93	2,820 3,614	6,778 11,460	19,936 71
		Total 31,152	26,520	580	6,434	18,238	

ST. JOHN, DIGBY, ANNAPOLIS AND GRANVILLE.

VALLEY STEAMSHIP COMPANY LTD.

*Vote 220.—Steam service between St. John, Digby, Annapolis and Granville, viz:
along the west coast of the Annapolis Basin.*

1912-13.....	\$1,500
1913-14.....	1,500

Contractors.

The Valley Steamship Co., Ltd., of Granville Ferry, N.S.

Date of Contract.

March 26, 1912.

Duration of Contract.

April 1, 1912 to March 31, 1913.

Service and Ports of Call.

A weekly service between St. John, N.B., Annapolis Royal and Granville Ferry, N.S., calling on all trips both ways at Victoria Beach and Littlewoods Wharf (opposite Goat Island), and when tide and weather will permit continuing such trips to Granville Centre, with the privilege on the part of the contractors of further extending the route to Bridgetown, N.S.

During the winter months, in case the ice will not permit the running of of the vessel up the Annapolis Basin and River, the trip from St. John shall be allowed to terminate at Digby.

Repairs.

The contractors have the right at any time to withdraw the steamer for a period of two weeks, and also in addition thereto for a period not exceeding 14 days, for the purpose of inspection or repairs, and may also replace it with another steamer subject to the approval of the Minister.

Mails.

To be carried free.

Subsidy.

\$1,500 per annum, payable quarterly in July, October, January and April.

Distances.

	Miles.
St. John to Annapolis.....	62
St. John to Victoria Beach.....	45
Victoria Beach to Port Wade.....	5
Port Wade to Granville Ferry.....	12
Granville Ferry to Granville Centre.....	4
Granville Centre to Annapolis.....	4
Granville Ferry to Annapolis.....	1½
Distance between terminal points <i>via</i> way ports.....	70

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Granville.....	112	22	9	49	139	100	38	24	9	Shelburne	1909	Wood.

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TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy.
1907.....	52	100	2,721	Nil.	Nil.	\$1,500 00
1908.....	50	131	3,119	Nil.	Nil.	1,500 00
1909.....	51	58	3,069	Nil.	Nil.	1,471 15
1910.....	49	118	2,868	Nil.	Nil.	1,500 00
1911.....	47	60	2,694	Nil.	Nil.	1,500 00
1912.....	50	In 31 Out 35	2,256 1,136			
		Total 66	3,386	Nil.	Nil.	1,500 00

ST. JOHN AND BRIDGETOWN.

BRIDGETOWN STEAMSHIP COMPANY.

Contract No. 72.

T. & C. File No. 13499.

Vote 221.—Steam service between St. John and Bridgetown.

1912-13.....	\$2,000
1913-14.....	\$2,000

Contractors.

The Bridgetown Steamship Company Ltd., of Bridgetown, N.S.

Date of Contract.

November 4, 1912.

Duration of Contract.

From the opening to the close of navigation in 1912.

Service and Ports of Call.

32 round trips to be made during the season of navigation between Bridgetown and St. John, calling at Ray's Creek, Tupperville and Round Hill.

Subsidy.

\$62.50 for each round trip, not to exceed a total of \$2,000 for the season.

Mails.

To be carried free.

3 GEORGE V., A. 1913

Distances.

Bridgetown to Upper Granville.....	5½ miles.
Granville to Tupperville.....	½ “
Tupperville to Round Hill.....	7 “
Round Hill to St. John	57 “
	<div>70</div>

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H.P.	Speed Knots	BUILT.		
	Length Feet.	Breadth Feet.	Depth Feet.	Net.	Gross.	Capa. city.				At	In	Of
Valinda.....	95	21.5	9.3	56	117	60	25	19	9½	Liverpool, N.S.	1911	Wood

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1912.....	56	In..... 3	2,998	Nil.	Nil.	\$2,000
		Out..... 4	2,150			
		Total. .. 7	5,148			

ST. JOHN AND ST. ANDREWS, N.B.

MARITIME STEAMSHIP COMPANY LTD.

Contract No. 41.
T. & C. File 13130.

Vote 222.—Steam service between St. John, N.B. and St. Andrew’s, N.B., calling at intermediate points.

1912-13.....	\$4,000
1913-14.....	4,000

Contractors.

The Maritime Steamship Company, Ltd., of Black’s Harbour, N.B.

Date of Contract.

April 1, 1912.

Duration of Contract.

May 1, 1912 to March 31, 1913.

SESSIONAL PAPER No. 10e

Service and Ports of Call.

A regular service between St. John and St. Andrew's, calling at Dipper Harbour and Black's Harbour, Back Bay, Letete, Deer Island, and St. George.

One round trip per week is to be run throughout the year, as follows:—

Leave St. John for St. Andrew's on Saturday mornings, calling at Dipper Harbour, Beaver Harbour, Black's Harbour, Back Bay or Letete, Deer Island and Red Store or St. George.

Returning leave St. Andrew's for St. George on Tuesday mornings, calling at Letete or Back Bay, Black's Harbour, Beaver Harbour and Dipper Harbour.

Subsidy.

\$4,000 per annum, payable as follows: On October 1. \$2,000 and on the completion of the service, \$2,000.

Mails.

To be carried free.

Distances.

	Miles.
St. John to Dipper Harbour.....	19
“ Beaver Harbour.....	36
“ Black's Harbour.....	42
“ Lord's Cove.....	50
“ Back Bay.....	55
“ Letete.....	58
“ St. George.....	68
“ St. Andrews.....	80

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Ac- commodation.	N. H.P.	Speed	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross.	Capa- city.				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Connors Bros.....	97	21.6	9	49	133	150	197	39	8	Shelburne, N.S.	1904	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Passengers Carried.	Tons of Freight Carried.	Live Stock.	MAILS.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
May 1 to Dec 31, 1909..	26	873	2,672	Nil.	Nil.	Nil.	\$ 500 00
1910.....	48	1,040	4,733	Nil.	Nil.	Nil.	2,500 00
1911.....	49	1,058	5,055	Nil.	196	Nil.	3,384 62
1912	48	In.. 579	2,412	Nil.	Nil.	96	3,769 23
		Out. 516	2,413			96	
		Tot. 1,095	4,825			192	

ST. JOHN AND HALIFAX VIA YARMOUTH.

THE MAGDALEN ISLANDS STEAMSHIP COMPANY, LIMITED.

Contract No. 17.
T. & C. File No. 13132.

Vote 223.—Steam service for not less than 40 full round weekly trips between St. John and Halifax, via Yarmouth and other way ports, during the season of 1913.

1912-13.....	\$10,000
1913-14.....	\$10,000

Contractors.

The Magdalen Islands Steamship Company, Ltd., of Halifax, N.S.

Contract Dated.

April 2, 1912.

Duration of Contract.

April 1, 1912, to March 31, 1913.

Service and Ports of Call.

A weekly service between St. John and Halifax, calling both going and returning at Westport, Yarmouth, Clark's Harbour, Barrington, Shelburne, Lockport, Liverpool and Lunenburg, N.S., making a round trip in seven days,

During the period between December 20 and March 20 the service may be discontinued. During the period covered by the contract not less than 40 round voyages shall be performed.

Either of the ports of Barrington or Lunenburg, at the option of the Minister may be omitted as a port of call.

Subsidy.

\$10,000 based upon the requisite number of 40 round weekly voyages per annum, payable quarterly in July, October, January and April.

Mails.

To be carried free.

Distances.

Halifax to Lunenburg.....	55 miles.
Lunenburg to Liverpool.....	38 “
Liverpool to Lockeport.....	40 “
Lockeport to Shelburne.....	20 “
Shelburne to Barrington.....	40 “
Barrington to Clarke's Harbour.....	10 “
Clarke's Harbour to Yarmouth.....	40 “
Yarmouth to St. John.....	95 “
	<hr/>
	338 “

SESSIONAL PAPER No. 10e

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Amelia	145	22·8	12·8	103	356	230	40	69	11	Ayr	1894	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
*1907.....	38	421	18,450	Not stated..	Not stated... .		\$ cts. 7,884 61
					Bags.	Sacks.	
*1908.....	53	1,053	12,046	82	99	96	10,000 00
1909.....	32	237	8,749	Nil.	125	Nil.	7,884 40
1910.....	46	422	12,138	Nil.	141	11	9,038 28
1911.....	43	542	10,800	Nil.	170	9	8,461 58
1912.....	50	In ..183 Out .217	6,340 4,200	Nil.	20 24	9 31	7,769 21
	Total	400	10,540	... ..	44	40	

* During 1907 and 1908 the service was performed by Wm. Thomson & Son, of St. John, N.B.

ST. JOHN AND PORTS ON THE BAY OF FUNDY AND MINAS BASIN.

BAY OF FUNDY AND MINAS BASIN STEAMSHIP CO., LTD.

Contract No. 71.
T. & C. File No. 13138.

Vote 224.—Steam service between St. John, N. B., and ports on the bay of Fundy and Minas Basin, and Margareville, N.S.

1912-13.....	\$8,000
1913-14.....	8,000

Contractors.

The Bay of Fundy and Minas Basin Steamship Company, Ltd., of Margareville, N.S.

Date of Contract.

April 6, 1912.

Duration of Contract.

From the opening to the close of navigation in 1912.

Service and Ports of Call.

- (a) A regular weekly service between St. John, N.B., and Port Williams, N.S., calling at Parrsboro' each way, and every two weeks calling at Scott's Bay, both ways. 34 round trips are to be made during the season of navigation.
- (b) A regular weekly service between St. John, N.B., and Canning, N.S., calling at Spencer's Island, Wolfville, Parrsboro', Kingsport, Hantsport, Windsor and Bass River. 34 round trips are to be made during the season of navigation.
- (c) A regular weekly service between St. John, N.B., and Margaretville, N.S., calling at Hampton, Port Lorne, Port George, Morden, Ogilvie's Wharf, Harbourville and Hall's Harbour. 40 round trips are to be made during the season of navigation.

Subsidy.

\$8,000 payable as follows: \$2,000 on June 1, \$2,000 on August 1, \$2,000 on October 1, and \$2,000 on the close of navigation.

Mails.

To be carried free.

Distances.

	Miles.
St. John to Port Williams.....	103
Port Williams to Wolfville.....	5
Wolfville to Windsor.....	16
	<hr/>
	124
	<hr/>
St. John to Spencer's Island.....	55
Spencer's Island to Parrsboro.....	25
Parrsboro to Bass River.....	20
Bass River to Kingsport.....	25
Kingsport to Canning.....	5
	<hr/>
	130
	<hr/>
St. John to Hampton.....	40
Hampton to Port Lorne.....	5
Port Lorne to Port George.....	7
Port George to Margaretville.....	6
Margaretville to Morden.....	6
Morden to Ogilvie's Wharf.....	4
Ogilvie's Wharf to Harbourville.....	3
Harbourville to Hall's Harbour.....	12
Hall's Harbour to Scott's Bay.....	12
	<hr/>
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SESSIONAL PAPER No. 10e

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.				Not stated		Knots			
Margaretville	90	20	8	37	107	100		19	9	Margaretville	1910	Wood
Brunswick	110	23	8.7	73	184	125	40	42	10	Canning	1901	Wood
Ruby L	93	20	8	49	118	110	40	16	9½	Margaretville	1906	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags, Mail.	Subsidy Paid.
1911	69	283	5,068	Nil.	Nil.	\$5,105.35
1912	113	In	327	Nil.	Nil.	8,000.00
		Out	380			
		Total	707			

In 1911 only two steamers were employed, and the St. John and Margaretville service was not included in the contract.

ST. JOHN AND PORTS IN CUMBERLAND BASIN.

HARBINGER STEAMSHIP COMPANY, LTD.

Contract No. 59.

T. & C. File No. 13531.

Vote 225.—Steam Service between St. John and ports in Cumberland Basin.

1912-13	\$3,000
1913-14	3,000

Contractors.

The Harbinger S. S. Co., Ltd., of River Hebert, N.S.

Date of Contract.

December 3, 1912.

Duration of Contract.

From the opening to the close of navigation in 1912.

Service.

Weekly.

Ports of Call.

St. John, Riverside and Harvey, N.B., and Minudie and Joggin's Mines, Cumberland County, N.S. A call is not required at Amherst Point Wharf, unless there is freight to be taken on or put off there.

Subsidy.

\$3,000, payable on the completion of the service.

Mails.

To be carried free.

Distances.

	Miles.
St. John to Harvey	75
Harvey to Riverside.....	4
Riverside to Joggin's.....	13
Joggin's to Amherst Point.....	18
Amherst Point to Minudie.....	3
Minudie to River Hebert.....	8
	121

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	PORT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Hartinger . . .	97	20	8 4	46	108	100	46	16	8	Shelburne, N.S.	1901	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Passengers.	Freight.	Live Stock.	Mails.	Subsidy Paid.
1909.....	39	Nil.	1,243	Nil.	Nil.	\$3,000 00
1910.....	38	40	3,055	Nil.	Nil.	3,000 00
1911.....	35	26	1,950	Nil.	Nil.	3,000 00
1912.....	35	In..... 8 Out..... 16 Total..... 24	125 2,050 2,175	Nil.	Nil.	2,837 84

SESSIONAL PAPER No. 10e

St. JOHN, WESTPORT AND OTHER WAY PORTS.

INSULAR STEAMSHIP COMPANY, LTD.

Contract No. 42.
T. & C. File No. 13131.

Vote 226.—*Steam service between St. John, Westport and other way ports.*

1912-13.....	\$2,500
1913-14.....	\$2,500

Contractors.

The Insular Steamship Company, Ltd., of Westport, N.S.

Date of Contract.

March 30, 1912.

Duration of Contract.

April 1, 1912, to March 31, 1913.

Service and Ports of Call.

44 trips are to be made in the year between St. John, N.B., and Westport and Yarmouth, N.S., calling on each trip both ways at Freeport, Tiverton, Little River, Mink Cove, Sandy Cove, Weymouth and Meteghan, unless ice prevents.

Substitute Steamer.

The steamer is not to be taken off the route during the months of December, January, February and March, unless it be found necessary to take the *Westport III* off for absolutely necessary repairs, in which case the contractors will supply a substitute steamer of about equal capacity, provided that such substitute can be employed at a gross expense of not more than \$1,000 per month.

Subsidy.

\$2,500, payable in sums of \$625 in each of the months of July, October, January and April.

Distances.

St. John to Tiverton.....	51 miles.
Tiverton to Westport.....	11 “
Westport to Meteghan.....	8 “
Meteghan to Yarmouth.....	30 “
	<hr/>
	100 “
	<hr/>

Westport to Freeport.....	1 miles
Freeport to Tiverton.....	11 “
Tiverton to Little River.....	7 “
Little River to Mink Cove.....	2½ “
Mink Cove to Sandy Cove.....	2½ “
Sandy Cove to Weymouth.....	8 “
	<hr/>
	32 “

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H. P.	Speed, Knots.	BUILT		
	Length.	Breadth.	Depth.	Net.	Gross.	Ca-pacity.				At	In	O.
	Feet.	Feet.	Feet.							Shelburne		
Westport III..	101	21	9	49	140	70	35	24	10		1903	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mail.	Subsidy Paid.
1907.....	43	1,800	1,790	Nil.	Nil.	\$1,500
1908.....	51	2,198	2,600	Nil.	Nil.	1,500
1909.....	46	2,110	1,475	Nil.	Nil.	1,500
1910.....	48	2,140	1,320	Nil.	Nil.	1,500
1911.....	47	1,990	1,570	Nil.	Nil.	2,250
1912.....	46	In..... 845 Out....1,042 Total...1,887	1,075 400 1,475	Nil.	Nil.	2,500

ST. STEPHEN, N.B., ST. CROIX RIVER POINTS, DEER ISLAND AND CAMPOBELLO, ETC.

DEER ISLAND AND CAMPOBELLO STEAMBOAT COMPANY.

Contract No. 31.
T. & C. File No. 13014.

Vote 227.—Steam service during the year 1913, between St. Stephen, N.B., St. Croix River Points, Deer Island, Campobello and the inner islands, Passamaquoddy Bay and L’Etete or Back Bay.

1912-13.....	\$4,000
1913-14.....	\$4,000

SESSIONAL PAPER No. 10e

Contractors.

The Deer Island and Campobello Steamboat Company, of St. Stephen, N.B.

Date of Contract.

March 14, 1912.

Duration of Contract.

January 1 to December 31, 1912.

Service and Ports of Call.

From January 1 to May 1 and from November 1 to December 31:

Two round trips each week between Le Tete and St. Stephen, calling en route both going and coming at Back Bay, Lord's Cove, Richardsonville, Leonardville, Wilson's Beach, Welch Pool, Eastport (Maine), Indian Island, Fairhaven and St. Andrew's; and from May 1st to November 1st:

Three full round trips each week between the same ports, calling both going and returning at the above mentioned places.

Condition of 'Viking.'

Should the steamship *Viking* not be in sufficiently good condition to pass a satisfactory inspection by the Department of Marine and Fisheries during the current summer, this contract shall be cancelled.

Subsidy.

\$4,000 of which \$2,000 is payable on July 1, and the balance on the completion of the service.

Mails.

To be carried free.

Distances.

St. Stephen to St. Andrews	16 miles.
St. Andrews to Fairhaven.....	8 "
Fairhaven to Indian Island.....	4 "
Indian Island to Eastport.....	2 "
Eastport to Welshpool.....	2 "
Welshpool to Wilson's Beach.....	4 "
Wilson's Beach to Leonardville.....	3 "
Leonardville to Richardsonville.....	2 "
Richardsonville to Lord's Cove.....	1 "
Lord's Cove to Le Tete.....	5 "
Lord's Cove to Back Bay.....	7 "
	<hr/>
	49 "

3 GEORGE V., A. 1913

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At.	In.	Of.
	Ft.	Ft.	Ft.									
Viking.	75	21	6.3	86	127	Not stated	145	17	19	Ashtabula, Ohio.	1897	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907....	156	9,200	2,530	Not stated.	Not stated.	3,000
1908.	156	8,392	1,210	Nil.	3,232 bags.	3,000
1909.....	156	7,124	1,318	Nil.	31 sacks. 4,580 bags.	3,000
1910.	167	6,880	1,180	Nil.	78 sacks. 5,252 bags.	3,000
1911.....	156	6,753	1,220	Nil.	4,590 bags.	3,000
1912....	131	In 3,782 Out 4,448	149 1,118	Nil.	2,118 2,314	4,000
		Total 8,230	1,267		4,432	

SYDNEY AND BAY ST. LAWRENCE.

THE NORTH SHORE STEAMSHIP COMPANY LTD.

Contract No. 33.
T. & C. File 13129.

Vote 228.—Steam service during the season of 1913, between Sydney and Bay St. Lawrence, calling at way ports.

1912-13.....	\$6,500
1913-14.....	4,000

Contractors.

The North Shore Steamship Company, Ltd., of Sydney, N.S.

SESSIONAL PAPER No. 10e

Date of Contract.

April 8, 1912.

Duration of Contract.

From the opening to the close of navigation in the year 1912.

Service and Ports of Call.

From the opening of navigation until June 15, and from October 15 until the close of navigation.

One full round trip each week between Sydney and St. Anne's Bay, calling both going and returning at North Sydney, Breton Cove, Englishtown and North River; and one full round trip each week between Sydney and Bay St. Lawrence, calling both going and returning at North Sydney, Ingonish, Neil's Harbour, Aspy Bay and Cape North; and from June 15 to October 15 two full round trips each week between Sydney and St. Anne's Bay, with calls as above given; and two full round trips each week between Sydney and Neil's Harbour, calling both going and returning at North Sydney and Ingonish, one trip each week to be extended to Bay St. Lawrence, with calls at Aspy Bay and Cape North.

Subsidy.

\$6,500, payable in instalments in June, August and October, and on the close of navigation.

Mails.

To be carried free.

Distances.

	Miles
Sydney to North Sydney.....	5
“ Breton Cove.....	27
“ Englishtown.....	39
“ North River.....	43
“ Ingonish.....	35
“ Neil's Harbour.....	47
“ Aspy Bay.....	59
“ Cape North.....	70
“ Bay St. Lawrence.....	85

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At.	In.	Of
	Ft.	Ft.	Ft.									
Aspy	113	25	8.5	99	215	250	250	42	10	Shelburne, N.S.	1910	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trip Run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
*1907....	110	2,766	1,567	Not stated	Nil	\$1,500
*1908....	123	3,863	1,945	183	Nil	1,500
1909.....	.....	2,875	475	Nil.	Nil	6,500
1910.....	116	2,115	645	80	Nil	6,500
1911. . . .	111	2,686	654	30	Nil	6,500
1912....	112	In 1,160 Out 1,390	170 720	160	Nil	6,500
		Total 2,550	890	160		

* The service was performed by the Bras d'Or Steamboat Co., of North Sydney, N.S., during 1907 and 1908.

SYDNEY AND WHYCOCOMAGH.

THE BRAS D'OR STEAMBOAT COMPANY, LTD.

Contract No. 34.
T. & C. File No. 13081.

Vote 229.—Steam service during the season of 1913 between Sydney and Whycomagh.

1912-13.....	\$3,000
1913-14.....	3,000

Contractors.

The Bras d'Or Steamboat Company, Ltd., of North Sydney, N.S.

Date of Contract.

March 21, 1912.

Duration of Contract.

From the opening to the close of navigation in 1912.

Service and Ports of Call.

From the opening of navigation to June 15th, and from October 15 to the close of navigation, two full round trips each week; and from June 15 to October 15 three full round trips each week between Sydney and Wycocomagh, calling both going and returning at North Sydney, Big Bras d'Or, New Campbellton, Boularderie, Ross Ferry, Big Harbour, Kempt Head, Baddeck, Washabuck Centre, Nyanza and Little Narrows.

Subsidy.

\$3,000, of which \$1,500 is payable on August 15th, and the balance on the completion of the service.

SESSIONAL PAPER No. 10e

Mails.

To be carried free.

Distances.

	Miles.
Sydney to North Sydney.....	5
North Sydney to Big Bras d'Or.....	20
Big Bras d'Or to New Campbellton.....	2
New Campbellton to Boularderie Centre.....	7
Boularderie Centre to Ross Ferry.....	7
Ross Ferry to Big Harbour.....	2
Big Harbour to Kempt Head.....	6
Kempt Head to Baddeck.....	5
Baddeck to Washabuck.....	5
Washabuck to Nyanza.....	6
Nyanza to Little Narrows.....	10
Little Narrows to Whyecomagh.....	7
	—
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DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passen- ger Accom- modation.	N.H. P.	Speed.	BUILT		
	Length.	Breadth	Depth.	Net.	Gross.	Capa- city.				At	In	Of
	Feet.	Feet.	Feet.						Knots.			
Marion.	150	26.5	8	269	478	100	400	49	12	New York, U.S.A.	1876	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
						\$ cts.
1907...	83	4,032	1,241	Not stated.	Nil.	1,000 00
1908..	82	4,007	1,242	2,860	Nil.	1,000 00
1909.....	85	4,496	1,437	3,102	Nil.	2,000 00
1910.....	88	6,049	1,403	4,226	Nil.	3,000 00
1911.....	78	6,051	1,690	4,738	Nil.	3,000 00
1912..	84	In..... 2,935	890	4,534		
		Out... 2,984	930	159	Nil.	3,000 00
		Total. 5,919	1,820	4,693		

SYDNEY AND THE EAST COAST OF CAPE BRETON.

THE MERCHANTS' TRANSPORTATION COMPANY.

Contract No. 68.
T. & C. File No. 13257.

Vote 230.—Steam Service from Sydney, N.S., around the East Coast of Cape Breton to Hastings, and return to Sydney via the Bras d'Or Lakes.

1912-13.....	\$5,000
1913-14.....	4,000

Contractors.

The Merchants' Transportation Company, of Sydney, N.S.

Date of Contract.

May 29, 1912.

Duration of Contract.

From the opening to the close of navigation, 1912.

Service and Ports of Call.

Sailing every seven days from Sydney, N.S., to Hastings, N.S., calling at North Sydney, Port Morien, Mainadieu, Louisburg, Gabarus, L'Ardoise, Petit de Grat, Arichat, West Arichat, Mulgrave and Hawkesbury, and returning thence to Sydney, calling at Grandique, Poulamond, St. Peter's, Johnston's Harbour, Irish Cove, Big Pond, North Side East Bay, South Side East Bay, Castle Bay, Grand Narrows and North Sydney.

Subsidy.

\$4,000, of which \$2,000 is payable on August 1, and the balance on the close of navigation.

Mails.

To be carried free.

SESSIONAL PAPER No. 10e

Distances.

Miles.

Sydney to North Sydney.....	5
North Sydney to Port Morien.....	27
Port Morien to Mainadieu.....	14
Mainadieu to Louisburg.....	15
Louisburg to Gabarus.....	13
Gabarus to L'Ardoise.....	45
L'Ardoise to Petit de Grat.....	13
Petit de Grat to Arichat.....	7
Arichat to Mulgrave.....	20
Mulgrave to Hawkesbury.....	2
Hawkesbury to Hastings.....	3
Hastings to Grandique.....	20
Grandique to Poulamond.....	3
Poulamond to St. Peter's.....	10
St. Peter's to Johnston's Harbour.....	8
Johnston's Harbour to Irish Cove.....	10
Irish Cove to Big Pond.....	8
Big Pond to North Side E. Bay.....	7
N. Side East Bay to South Side East Bay.....	7
S. Side East Bay to Castle Bay.....	25
Castle Bay to Sydney.....	66

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DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			N.H. P.	Speed.	BUILD		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.			At	In	Of
	Ft.	Ft.	Ft.											
Weymouth ...	102.7	11	7.6	106	154	100	100	Nil.	Nil.	26	9	Weymouth..	1899	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	TONS OF FREIGHT CARRIED.		Live Stock.	MAILS.		Subsidy Paid.
			Weight.	Measurement.		Lock Bags.	Tied Sacks.	
1911.	22	128	90	225	5	Nil.	Nil.	\$ 5,000
1912.....	32	In 122 Out... 95	130 650	Nil	20 Nil	Nil	Nil	4,000
		Total..217	730		20			

KENORA AND FORT FRANCES.

Vote 236a.—Steam Service from the opening to the closing of navigation between Kenora and Fort Frances.

1912-13.....	Nil.
1913-14.....	\$8,000

There was no contract for this service during 1912-13.

SUPERVISION OF SUBSIDIZED STEAMSHIP SERVICES.

Vote 231.—Expenses in connection with the supervision of subsidized steamship services.

1912-13.....	\$2,000
1913-14.....	3,000

By Order in Council of April 10, 1912, Mr. W. E. Tupper, of Digby, N.S., was appointed Supervising Officer of Subsidized Steamship Services, at a salary of \$1,500 per annum, and additional contingent expenses for travelling, etc.

Mr. Tupper has been continuously engaged since May 15, 1912, in examining and reporting upon the various steamship services subsidized by the Department of Trade and Commerce.

AUTHORIZED BY STATUTE.

(1-2 George V, chapter 25).

CANADA, CHINA AND JAPAN.

CANADIAN PACIFIC RAILWAY COMPANY.

Contract No. 39.
T. & C. File No. 12449.

1912-13.....	\$121,666 66
1913-14.....	\$121,666 66

Contractors.

The Canadian Pacific Railway Company, of Montreal, Que.

Date of Contract.

November 11, 1911.

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Duration of Contract.

April 7, 1911 to April 6, 1913.

Service and Ports of Call.

Subsidy is paid for a mail service every three weeks in the summer season, and every four weeks in the winter season, between Liverpool, Eng., and Hong Kong, China.

The mails are carried from Liverpool to Quebec or Rimouski in summer, and to Halifax or St. John in winter; thence by train to Vancouver; thence by ship to Hong Kong; and *via* the same ports in the reverse direction. The train and steamship services are to be conducted throughout as one continuous and complete service.

The contractors are to accept and deliver mails at each of the ports of call of the steamships employed, and at each of the places at which the mail trains shall stop or start.

On voyages in both directions between Vancouver and Hong Kong the mail ships shall call at Yokohama and Shanghai, and may also, at the option of the company, call at Victoria, Nagasaki, and Hiogo (Kobe), and at Amoy or other China ports.

Contract Time.

All mails conveyed under this contract shall be carried between Liverpool and Hong Kong, in either direction, within a total period of:—

818 hours *via* Quebec or Rimouski, and 853 hours, *via* Halifax or St. John.

Mails between United Kingdom and Canada.

In addition to the services above described, the company shall, without further payment than the subsidy herein mentioned, convey by any of their steamships between the United Kingdom and Canada, any mails which may be tendered to them by the Postmaster General for conveyance between places on the routes of such steamships.

Canadian Trade Commissioners.

To be carried free.

No preference to Foreign Firms.

The company shall not, in relation to the conveyance of persons or goods by mail ships, give any undue preference to traders or other persons outside the United Kingdom and the possessions and dependencies of the British Crown.

Subsidy.

£45,000 per annum, payable quarterly, at the end of March, June, September and December in each year.

Of this subsidy, Canada pays £25,000 and Great Britain £20,000.

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Deductions.

If a mail ship fails to put to sea from Liverpool or Hong Kong at the appointed day and hour, a deduction of £500 is to be made from the subsidy, and also a further sum of £100 for every successive 24 hours delay.

If the mails are not conveyed between Liverpool and Hong Kong in either direction within the times of transit hereinbefore mentioned, £100 shall be deducted from the subsidy for every 12 hours by which the contract time has been exceeded.

No deductions as in this clause mentioned shall be made if the company shall prove to the satisfaction of the Postmaster General that such default or failure arose from any cause or causes altogether beyond the control of the company.

Distances.

	Miles.
Vancouver to Yokohama.....	4,283
Yokohama to Kobe.....	346
Kobe to Nagasaki.....	384
Nagasaki to Woosung.....	448
Woosung to Hongkong.....	810
Total—Vancouver to Hong Kong.....	6,271

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA TION.			Refrigerator Space.	N. H. P.	Knots, Speed.	BUILD.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	3rd Class.	4th Class.				At	In	Of
	Ft.	Ft.	Ft.							Cu. ft.					
Empress of India.	455·6	51·2	33·1	3,032	5,934	3,000	200	40	1,000	Nil.	1,167	15	Barrow	1891	Steel.
Empress of Japan.	455·6	51·2	33·1	3,039	5,940	3,000	200	40	1,000	Nil.	1,167	15	Barrow.	1891	Steel.
Monteagle..	445·0	52·2	27·7	3,953	6,163	5,500	Nil.	97	1,000	24,785	705	....	Barrow.	1899	Steel.

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.
		1st Class.	3rd Class.	4th Class.	Weight.	Measure ment.		Lock Bags.	Tied Sacks.	
1908	.....	1,282	867	10,185	21,296	42,110	Nil.	25,733	Nil.	108,770 00
1909	.....	1,106	767	8,239	26,712	Nil.	Nil.	18,158	7,382	121,301 64
1910....	19½	1,578	942	9,975	10,952	*72,538	Nil.	28,133	4,038	121,666 26
1911....	12½	1,126	741	7,030	Nil.	40,332	Nil.	19,914	Nil.	121,666 66
1912....	16	In ... 394	969	5,610	19,050	.....	.....	8,160	Nil.	120,855 55
		Out... 255	361	4,059	28,183	19,266		
Total.		649	1,330	9,669	47,233	Nil.	Nil.	27,426		

* And 2,828,034 ft. lumber.

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AUTHORIZED BY STATUTE.

(8-9 Edward VII, Chapter 36).

CANADA AND FRANCE.

H & A. ALLAN.

Contract No. 32.
T. & C. File 12945.

1912-13.....	\$200,000
1913-14.....	\$200,000

Contractors.

H. & A. Allan, of Montreal.

Date of Contract.

February 9, 1912.

Duration of Contract.

From the opening of navigation, 1912, to the opening of navigation in 1917.

Service.

Not less than 15 round voyages, or more than 30 round voyages, yearly between Canada and France, with not less than three of the following steamships:—

Scotian, Ionian, Lake Erie, Corinthian, Sicilian, Pomeranian and Sardinian.

The *Pomeranian* and *Sardinian* shall only be employed in the service upon obtaining the approval of the Minister therefor, and then only during the season of closed navigation in the St. Lawrence River.

Not less than three of the above steamships are to be employed, each of which shall be not less than 3,000 tons gross, with a carrying capacity of 4,500 tons for freight, and with such cold storage accommodation as the Minister may require.

From May to November, inclusive, in each year, there shall be run not less than two full round voyages each month, and during the remaining months of December to April, inclusive, the remaining voyages shall be performed.

Ports of Call.

Terminal ports in Canada:—

During the season of St. Lawrence navigation, Montreal or Quebec.

During the season of closed navigation on the St. Lawrence, Halifax or St. John, at contractors' option, subject to the approval of the Minister.

Ports of call in France, upon each eastbound or westbound trip:—Cherbourg or Havre, or both, at the option of the contractors. Each eastbound trip may be extended, at the option of the contractors, to a port or ports in Great Britain; provided that the first port of call after leaving Canada shall be a port in France, and that the last port of departure for Canada shall also be a port in France.

Speed required.

A minimum of 10 knots. The average speed of all the steamships engaged in the service in any one year shall not be less than 12½ knots. And at the conclusion of each year's service, if the said average speed has not been attained, there shall be a *pro-rata* deduction in the total subsidy for the year otherwise payable of \$555.55 per knot for each knot (and so in proportion for each fraction of a knot) less than 12½ knots, such deduction to apply to each voyage of the steamships engaged in the service.

Subsidy.

\$5,555.55 for each round voyage completed at an average speed of 10 knots, and \$555.55 extra for each knot exceeding 10 knots; provided that the total amount of subsidy claimed or paid for each year's service shall not exceed \$200,000.

Subsidy is payable quarterly, in July, October, January and April.

The average speed of all the steamships engaged in the service in any one year shall not be less than 12½ knots; and at the conclusion of each year's service, if the said average speed has not been attained, there shall be a *pro-rata* deduction in the total subsidy for the year otherwise payable of \$555.55 per knot for each knot (and so in proportion for each fraction of a knot) less than said average speed of 12½ knots, such deduction to apply to each voyage of the steamships engaged in the service.

Freight Rates.

The rates charged for freights to or from any Canadian port included in this contract shall not exceed the rates charged by regular passenger steamers of the same class to or from New York, Boston or Portland, and the Minister may at any time revise the rates if he deem it advisable.

No discrimination of any kind shall be made against Canadian merchants or shippers, who shall always have precedence for their freight and goods over all other merchants and shippers.

Intercolonial Railway Clause.

Included.

Canadian Trade Commissioners.

To be carried free.

Mails.

To be carried free.

Distances.

	Miles.
Montreal to Quebec.....	139
Quebec to Havre.....	2,811
St. John to Halifax.....	292
Halifax to Havre.....	2,705
Havre to London.....	200
	<hr/>
	6,147

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DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator Space.	N. H. P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							Cu. Ft.					
Corinthian ..	430	54'2	28'2	4,046	6,270	5,146	32	170	800	12,732	447	12	Belfast ..	1900	Steel.
Scilian	430	54'2	28'2	3,963	6,229	5,157	32	170	800	14,966	442	12	Belfast ..	1899	Steel.
Sardinian.	400	42'3	34'6	2,788	4,349	4,324	Nil	147	424	7,500	316	11	Greenock	1875	Iron.
Pomeranian...	381	43'8	33'1	2,700	4,207	3,127	Nil.	120	548	16,211	316	11	Hull	1882	Iron.
Lake Erie ...	446	52'0	35'5	4,846	7,535	4,641	Nil.	126	750	17,287	660	12½	Glasgow.	1900	Steel.
Scotian....	515'3	59'8	23'8	6,442	10,322	4,856	Nil.	406	1012	20,715	1126	15	Belfast...	1898	Steel.
Ionian . . .	470	57'5	37	5,324	8,268	5,142	Nil.	326	1000	12,610	604	14	Belfast ..	1901	Steel

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.		Tons of Freight Carried.		Live Stock.	Mails.	Subsidies Paid.
		Second Class.	Third Class.	Weight.	Meas.			
1907 . . .	20	4,690		24,473		Not stated.	Not stated.	\$111,111 00
1908.....	24½	1,056	1,813	19,231	5,534	Nil.	1 bag.	\$136,110 93
1909.....	24½	1,116	1,873	14,964	9,888	Nil.	16 bags.	\$136,110 93
1910... ..	30½	1,595	2,781	19,565	21,061	Nil.	9 bags.	\$190,832 96
1911.	28	1,116	1,873	14,964	9,888	Nil.	15 bags.	\$175,694 02
1912... ..	30	East 579 West 1212	1,403 2,824	9,642 8,784	5,804 7,349	Nil.	67 bags. 192 bags.	\$203,704 93
		Total 1791	4,227	18,426	13,153	259 bags.

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CARGO EXPORTED FROM CANADA DURING 1912.

CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
Tons weight.	Tons meas't.	Value \$	Tons weight.	Tons meas't.	Value \$	Tons weight.	Tons meas't.	Value \$
7,779	5,590½	1,144,655	1,863	213½	156,074	9,642	5,804	1,300,729

PRINCIPAL ARTICLES EXPORTED IN 1912.

FROM HALIFAX:

All Canadian Origin—Canned lobsters and shoe shanks.

FROM ST. JOHN:

Canadian Origin—Wheat, peas, rolled oats, oatmeal, nuts, flour, linseed cakes, clover seed, apples, apple chops, cheese, feed, meats, whiskey, wood spirits, tanning extracts, logs, deals, timber, birch squares, planks, skewers, paper, agricultural implements, windmills, typewriters, valves, ore and asbestos.*United States Origin*—Meats, lard, poultry, canned crabs, hoghair and carpet sweepers.

FROM MONTREAL:

Canadian Origin—Wheat, peas, linseed cake, chopped apples, poultry, bacon, canned lobsters, canned crabs, whiskey, tanning extract, timber, piano player actions, windmills, typewriters, agricultural machinery, pianos, asbestos fibre, crude asbestos, asbestos sand, cobalt ore and pig iron.*United States origin*—Lard, frozen fish, canned crabs, corn flakes, corn cake, oil cake, oatmeal, oilcake meal, silk, rubber scrap, walnut logs and carpet sweepers.

FROM QUEBEC:

All Canadian origin—Furs, furniture and lobsters.

SOME CLAUSES COMMON TO ALL CONTRACTS.

NOTE.—Some of the principal sections common to all contracts, and as such hereinbefore frequently referred to, read as follows:—

Proof of Performance of Service to be Furnished.

The contractors shall furnish and establish at their own expense the necessary agents required for the efficient performance of this contract, and shall with diligence, as soon after the completion of each voyage as may be, furnish to the minister full and complete copies of the manifests of the cargoes and lists of passengers carried on each voyage, duly certified by the proper officers of customs, and also such other documents, information and evidence as may be reasonably required by the minister to show the volume, extent and value of the trade carried on by the said steamers, and the full performance of their part of the services, requirements and conditions of this contract in order to enable him to judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with, within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive; and the furnishing of such certificates, documents and evidence as hereinbefore specified shall be a condition, precedent to the payment of the subsidy herein provided for, or any portion thereof, and if in the opinion of the minister, all the terms of this contract have not been fully complied with by the contractors he may deduct from the subsidy otherwise payable such portion thereof as he may deem fit and proper, taking into consideration all the circumstances connected therewith, and the contractors shall at all times during the continuance of this contract well and faithfully abide by and conform to all such requirements as may be made by the minister with regard to the said steamers in the performance of this contract.

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Financial Statements.

'It is further understood and agreed that the contractors whenever so required shall furnish the Minister with such financial statement or statements as he may desire from time to time respecting all revenues derived from and all expenditures in connection with the conduct of the service herein provided for.

British Subjects.

'It is further understood and agreed by the contractors, that two-thirds of the total numbers of officers, engineers, stewards, crew or other employees whatsoever upon the steamships engaged in the performance of the service herein contracted for, shall be British subjects, but the non-observance of this clause shall not constitute a violation of this contract in such individual cases as may from time to time be approved by the minister in writing.

Equipment of Steamers.

'The steamers to be employed as herein specified, shall at all times during the continuance of this contract be fully seaworthy, well-officered, manned, victualled, equipped, provided and furnished, having regard to the service which the contractors have hereby undertaken to perform; and shall have ample and suitable accommodation for the passengers, mails and freight to be carried over the routes specified; and shall, at all times, carry boats and life-saving appliances in compliance with the law, and shall be in all respects subject to the approval of the minister.

Carriage of Mails.

'The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf or under the direction of the postal authorities of Canada, or those at the terminal port or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal port or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.

Accommodation for Mails.

'The said steamers shall be provided with sufficient and convenient accommodation and protection for all such mails, to the satisfaction of the Honourable the Postmaster General of Canada for the time being, and the contractor shall further take all reasonable and necessary precautions for the protection of such mails while upon the said steamers or while in the contractors' charge or custody, from loss, damage or injury in any way, and the contractors shall be responsible for any loss or damage thereto caused by negligence or want of proper care or accommodation on the part of the contractors, their agents or servants, or on the part of the officers, employees or crew on board the said steamers, and

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this without regard to any question as to the legal liability of the Postmaster General to the owners of the articles of mail matter contained in such mails for damage or loss sustained in transit.

Definition of term 'Mails.'

'The expression "mails" for the purpose of this contract shall be deemed to mean and include all boxes, bags, baskets or packets of or containing letters, post cards, newspapers, parcels, books, or printed papers, and all other articles which under the Post Office Act and postal regulations for the time being in force are transmissible by post in Canada, without regard to place either of origin or destination, and also all empty bags, empty boxes and other receptacles, stores and articles used or to be used in carrying on the post office service, or which shall ordinarily be sent by or to or from the post offices.

No Letters except H. M. Mails to be Carried.

'The contractors shall not, nor shall any of their agents or servants, or officers or crew of the said steamers receive or permit to be received on board of the said steamers any letters for conveyance other than those contained in His Majesty's mails, or which are or may be privileged by law, nor the mails of any other country, except such as are specified by the Postmaster General of Canada for the time being.

Government Officials to be Carried free of Charge.

The Honourable the Postmaster General of Canada, or the Honourable the Minister of Trade and Commerce for the time being, or any inspector or officer of the Post Office Department or of the Department of Trade and Commerce, who may in the execution of his duty travel in the said steamers, shall be carried free of charge.

Proper Accounts to be Kept.

The contractors shall keep full and proper accounts of and in connection with the working of this service, and shall keep such accounts separate and distinct from any other accounts of or connected with other branches of their business; and in any contingency which, in the opinion of the minister, may render such a course necessary, the contractors shall allow any officer or officers named by the minister free access to such accounts and all books, papers and documents connected therewith.

Substitutes for Disabled Steamers.

It is understood that if the said steamer shall be by peril of the sea or other unavoidable casualty, lost, destroyed or temporarily disabled from performing the voyages herein agreed to be performed according to the true intent and meaning of these presents, the contractors may in such case as soon as reasonably may be, having regard to the circumstances, replace the said steamer by another of equal class, speed, equipment, character and capacity to the satisfaction and approval of the minister in case the said steamer has been only temporarily disabled, and continue the service herein contracted for with such substituted or repaired steamer with as little delay as possible under all circumstances.

Freight and Passenger Tariffs—Proof of Performance of Service to be Furnished.

The contractors shall carry on each steamer running under this contract, according to its capacity, on all voyages, all the freight and passengers which

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may be reasonably offered or obtained, and at tariff rates, both as to passengers and freight, which may be from time to time approved by the minister; and the contractors shall furnish to the minister such documents, information and evidence as may be required by the minister, to show the volume, extent and value of the trade carried on by the said steamer, and such customs certificates, documents and evidence as may be necessary or as may be required by the minister to prove the performance of the service herein contracted for, and to enable the minister to judge as to whether this contract is being carefully and faithfully carried out and performed and the furnishing of such certificates, documents, information and evidence, as hereinbefore specified, shall be a condition precedent to the payment of the subsidy herein provided for or any portion thereof.

Deductions from Subsidy—Time-tables to be furnished—Docking Disabled Steamers.

‘Provided, however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractors shall at least two weeks prior to the first sailing under this contract furnish to the minister time-tables showing the proposed sailings, and upon the same being approved by the minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substituted steamer sanctioned by the minister, does not sail from a terminal port as herein specified within of the date fixed by such time-tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port. Provided, however, that the minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time-tables should he for any reason deem it advisable to do so; it being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions as above from the amount of subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

Freight and Passenger Rates to be Approved by the Minister.

‘The contractors shall at least three weeks prior to the first sailing under this contract, furnish to the minister a schedule of the freight rates proposed to be charged between the different ports on both east and west bound trips, which schedule shall be subject to the approval of the minister, and after being approved by him shall not be changed except with his consent; and the minister may at any time, if he deem it advisable, fix the maximum rates to be charged on any article or class of goods, and the contractors shall carry between the ports hereinbefore named, on all voyages of the said steamships employed

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under the terms of this contract, all passengers or freight that may be offered or that can reasonably be procured, at rates which shall not be in excess of such maximum rates as fixed by the minister, should he deem it advisable to so fix such maximum rates, and in no case shall any discrimination be made as regards rates, or otherwise, directly or indirectly, against Canadian merchants or shippers, who shall always have precedence for their freight and goods over all other merchants and shippers; and it is agreed and understood that the freight rates on east-bound trips, sailing from _____ or _____ as hereinbefore provided, on through bills of lading to _____ from any place in the provinces of Ontario and Quebec, or from any Canadian points farther west, shall in no case be greater than from the same place to _____ via any United States route or port; and on west-bound trips the rates from _____ to any place in Ontario or Quebec, or other Canadian points farther west, shall be as favourable as via any United States route or port to the same place; and it is further understood and agreed that the said steamers shall not carry between the ports of _____ or _____ and _____ aforesaid, on any voyage run under the terms of this contract, either deals or lumber or timber to a greater extent than fifty per cent of the total quantity of the cargo carried on such voyage, and such quantity only in case other Canadian products are not offering or cannot be obtained. Provided, however, that in the event of other cargo not being obtainable, satisfactory evidence of that fact being furnished to the minister, then the contractors shall be allowed to make up the balance of the cargo with deals, boards or timber.

Calls at Foreign Ports.

‘The steamer employed in carrying out the provisions of this contract shall not on any of its trips call at any foreign port not specified in this contract.

Carriage of nitro-glycerine or dangerous articles.

‘The contractor shall not convey or permit to be conveyed in any steamer while employed in this service any nitro-glycerine or any other article which in the opinion of the minister shall be considered dangerous.

Subsidy subject to vote of Canadian parliament.

‘It is conditioned, declared and agreed that the payment of subsidy, as hereinbefore stipulated, is subject to the amount specified being provided for the purpose by a vote of the parliament of Canada, and that if no amount is voted for the purpose, or if any amount voted has become exhausted in payment thereof, and no further sum is voted for the purpose, this contract or agreement shall terminate and become void and of no effect, and the party of the first part shall not in consequence be held liable to damage.

Minister's right to terminate contract.

‘It is declared to be the true intent and meaning of these presents, that the minister shall have the right at any time during the continuance of this contract, upon 30 days' notice in writing to the contractors, their successors or assigns, to terminate this contract, and every matter and thing herein contained, if it shall appear to the minister that there has been any breach on the part of the contractors, their successors or assigns, of any of the covenants, agreements, stipulations or provisions herein contained and entered into on the part of the contractors; and it is declared and agreed that the minister shall at all times be the sole and final judge as to whether there has been any such breach, and his decision shall be absolute, final and conclusive.

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Assignment of contract.

‘This contract shall not, nor shall any right or interest therein be assigned without the consent in writing of the minister to such assignment having been first obtained.

Canadian members of parliament not admitted to share in contract.

‘It is a condition of these presents that no member of the House of Commons of Canada shall be admitted to any share or part of this contract or agreement nor to any benefit to arise therefrom.

Changes in contract.

‘The minister may authorize any change or changes in the terms of this contract as may not be inconsistent with the vote providing for the payment of the subsidy.

Minister to be final judge as to full carrying out of contract.

‘The minister shall at all times be the judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive.

Transportation of Trade Commissioners.

(Inserted in contracts for ocean services).

The Canadian Trade Commissioners and their wives, children and servants, or Canadian Commercial Agents, shall be granted free transportation, meals included, with first class accommodation and free transportation for their household effects, upon any steamships employed by the Contractors in the performance of this Contract when requested so to do by the Minister, and when the said Commissioner or Commercial Agent is travelling upon his official duties or being transferred from one official post to another.

Intercolonial Railway Clause.

(Inserted in contracts for Atlantic ocean services).

It is hereby agreed by the Contractors that as the aid herein expressed and provided for by the Canadian Government is for the express purpose of encouraging the development of Canadian trade and the transportation of Canadian goods through Canadian channels, the Company accepts the aid on these conditions and agrees that all freight booked or carried by the said steamships from a port in the United Kingdom and during the time these make Halifax or St. John their terminal port, shall, when not otherwise expressly routed by shippers or consignees, be delivered to the Intercolonial Railway at Halifax or St. John for shipment to final destination in Canada, provided that the rates demanded by the Intercolonial Railway shall not be in excess of the rates charged by any other Railway Company from said ports to final destination in Canada.

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(a) Contractors are to hand over to the Intercolonial Railway at Halifax passengers for points in the Maritime Provinces or the Province of Quebec, providing the routing of such passengers is controlled by the Contractors and that they are not otherwise routed. It is further agreed that the Contractors through their agents in Canada shall see that they have all such freight for export as may be secured by them for a port in the United Kingdom at which the subsidized line may call delivered to the Intercolonial Railway at Montreal.

Calls at Government Wharves.

(Inserted in contracts for local services).

In consideration of the subsidy herein stipulated the Contractors agree to call at all Government wharves when such is practicable and when such wharves are available.

APPENDIX

MARINE INSURANCE.

MARINE INSURANCE.

By order of the Senate dated March 26, 1912, a return was made by the Department of Trade & Commerce being "a statement of the rates of Marine Insurance between Canadian Atlantic ports, including those in the Gulf of St. Lawrence, and the Bay of Fundy, and ports in the United Kingdom; also the rates of Marine Insurance between the ports of Boston and New York and ports in the United Kingdom; also what change, if any, has been effected in insurance rates between Canadian Atlantic ports and ports in the United Kingdom by the establishment of aids to navigation during the last ten years."

The return was ordered to be printed by Parliament and it is considered desirable to reproduce it in this place.

INSURANCE.

No. "1" Insurance rates on Hulls (years 1903 to 1912) between Europe and the St. Lawrence, during season of navigation, and for remaining part of season to St. John, N.B., and Halifax, N.S.

No. "2" Insurance rates on Hulls (years 1903 to 1912) between Europe and United States Ports.

No. "3" Insurance rates on Provisions and Grain (years 1903 to 1912)
No. "3a" between the St. Lawrence and Liverpool, London, Glasgow, Bristol, Dublin, Leith and Manchester, also from Halifax, N.S., and St. John, N.B., New York and Boston; and by Furness and Manchester Line Steamers from Halifax, N.S., and St. John, N.B.

NOTE.—Prior to 1907 rates of insurance followed classes of ships A. B. C. D. E.—(see table 10)—and year's average figures are used for purposes of comparison.

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- No. "4" Marine Underwriters' Warranty Slips.
Liverpool Slip Warranties.
Time Warranties in use in London in 1899.
-
- Nos. "5"
& "6" Draft form of Policy.
-
- No. "7" Extract of letter from Messrs Willis Faber & Co., London, respecting tramp steamers.
-
- No. "8" Condensed Comparison of Insurance rates on Cargo *via* St. Lawrence & *via* New York, &c., for years 1906-1912 inclusive.
-
- No. "9" Comparison of Marine Insurance Rates on Grain from Montreal and from New York in the years 1900 and 1912.
-
- No. "10" Minimum net insurance rates on exports by Steamers from Opening of Navigation 1900 to 1906.

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No.

HULLS

INSURANCE RATES FOR THE YEARS NAMED BY LINERS TRADING BETWEEN
AND FOR REMAINING PART OF THE SEASON TO ST.

LINE.	1903.	1904.	1905.	1906.
Allan..... (F.P.A. conditions throughout.)	(a) 80/-	75/- twins Victorian 80/- others.	75/-	85/- twins & triples. 90/- others.
C. P. R.....	4 Gs.	4 Gs.	4 Gs.	(c) Empresses 75/- Rest 80/- twins 4 Gs. single screws
Donaldson	No. 1-5 £7-10 Rest £9.	110/-	£5	90/-
Dominion.....	(Believe only a small amount insured in these years, but rates are			
Leyland.....	"	"	"	"
Elder Dempster..	£6	£6	110/-	5 Gs.
Furness Withy and Manchester Liners.....	8 Gs.	8 Gs.	£8	£8
Thomson Line..... (Cairns, Noble & Co.)	No. 1-5 £8 No. 6-8 £10 No. 9-10 12 Gs.	No. 1-5 £7 No. 6-8 £9 No. 9-10 11 Gs.	No. 1-5 6 Gs. No. 6-8 8 Gs. No. 9-10 10 Gs.	No. 1-5 5½ Gs. No. 6-8 8 Gs. No. 9-10 10 Gs.
Oceanic Stm. Nav. Co..				

(a) Rates on hulls (tables Nos. 1 and 2) are given in shillings, pounds, and guineas per £100, equal to \$486.) Example: 80/ (eighty shillings) equal \$19.47. One guinea is 21/.

(b) Numbers of ships selected for insurance at rates quoted.

(c) Empresses stop at Quebec and do not go to Montreal.

(d) F. P. A. means "Free of particular average."

(e) "Excess of 3%" means that owners bear loss up to 3%.

(f) P. A. means "Particular average," indicating partial damage.

Where underwriters quote a rate on hulls, 10% and 5 % is usually allowed; 10% to the shipowner, and 5 % to the broker.

In certain cases changes in policy conditions account for changes in rates; these are affected by a variety of conditions, ownership, new ships, etc.

Insurance not covered by underwriters is undertaken by an Indemnity Club, a mutual association of ship owners who take certain risks, such as under 3%, accidents to crew, etc.

Difference in rates some times occurs through competition between underwriters.

SESSIONAL PAPER No. 10e

1.

HULLS.

EUROPE AND THE ST. LAWRENCE DURING THE SEASON OF NAVIGATION,
JOHN (N. B.), HALIFAX, (N.S.), OR PORTLAND, ME.

1907.	1908.	1909.	1910.	1911.	1912.
As 1906.	(b) No. 1-7 80/- Rest 90/-	No. 1-7 80/- No. 8-10 85/- Rest 90/-	1-7 87/6 8-10 92/6 Rest £5	As 1910.	1-8 87/6 9-11 92/6 Rest £5
Empresses 75/- Rest 77/6 twins. 80/- single screws. 85/-	Empresses 75/- Rest 87/6 twins. 90/- single screws. 80/-	Same as 1908. 80/-	Empresses 85/- Rest—twins 97/6 Single screws £5. 80/-	Empresses £5 Rest—twins £5-7-6. Single screws £5-10. 80/-	Empresses 5 Gs. Rest—twins £5-7-6. Single screws £5-10. Not renewed yet.
not obtainable.		£5 twin screws. 5 Gs. single screws. (d) F. P. A.	Cannot trace that anything has been done in these years.		
110/-	110/-	6 Gs.	(e) £5 excess of 110/- excess of 3% 3% P. A. (f) P. A.	£6 excess of 3% P. A.	
4 Gs.	80/-	80/-	88/- net.	97/6 net.	£0
As 1906.	As 1906.	No. 1 80/- No. 2 £5 No. 3-7 5½ Gs. No. 8-12 8 Gs. Laurentic and Megantic 75/- F. P. A.	No. 1-5 5½ Gs. net No. 6-8 8 Gs. net No. 9 10 Gs. net As 1909.	Various rates paid according to steamer.) From 110/- to 15 Gs. As 1909.	(In various rates.) £8 to £18. As 1909.

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No.

HULLS.

INSURANCE RATES FOR THE YEARS NAMED BY LINERS

LINE.	1903.	1904.	1905.	1906.
Allan. (F. P. A. conditions throughout)	(a)80/-	75/- twins & Victorian. 80/- others.	75/-	85/- twins and triples. 90/- others.
Atlantic Transport.....	No. 1-4 50/- No. 5-13 60/- Rest 70/-	22 6 excess of £200,000 (d).	20/- net as before.	17/6 net as before.
American Line.....	80/-			
White Star.....	50/- F. P. A. (c)			
Furness, Withy & Co. & Manchester Liners.....	6 Gs.	6 Gs.	£6.	110/- and 5½ Gs.
Hamburg-American.....	Deutschland 27/6 T.L.O. (e)	Deutschland 25/- T.L.O.	Deutschland, Amerika 20/- T.L.O.	Amerika 25/- t.l.o. (f) G.A. & S.C. (g).
Leyland	Believe only a small amount insured in these years, but rates are			
N. German-Lloyd.	60/-	55/-	50/-	45/- and 50/-
Cunard..	No. 1-5 50/- Rest 60/- All risks but no R.D.C. (h)	No. 1-5 55/- Rest 60/- All risks.	No.1-2 45/- No. 3-7 50/- Rest 60/- All risks.	As 1905.

(a) Rates on hulls (tables Nos. 1 and 2) are given in shillings, pounds, and guineas per £100, (equal to \$486). Example: 80/ (eighty shillings) equal \$19.47. One guinea is 21/.

(b) Numbers of ships selected for insurance at rates quoted.

(c) F.P.A. means "Free of particular average."

(d) Owners carry insurance themselves up to £200,000. on each ship.

(e) T.L.O. means "Total loss only."

(f) G.A. means "General average" indicating loss or damage incurred for benefit of ship and cargo.

(g) S.C. means "Salvage charges," indicating cost of assisting vessels in distress.

(h) R.D.C. means "Collision clause," indicating damage done to vessels by collision.

Where underwriters quote a rate on hulls, 10% and 5% is usually allowed, 10% to the shipowner, and 5% to the broker.

In certain cases changes in policy conditions account for changes in rates; these are affected by a variety of conditions, ownership, new ships, etc.

Insurance not covered by underwriters is undertaken by an Indemnity Club, a mutual association of shipowners who take certain risks, such as under 3%, accidents to crew, etc

Difference in rates sometimes occurs through competition between underwriters.

SESSIONAL PAPER No. 10e

2.

HULLS.

TRADING BETWEEN EUROPE AND THE UNITED STATES PORTS.

1907.	1908.	1909.	1910.	1911.	1912.
As 1906.	(b) No. 1-7 80/- Rest 90/-	No. 1-7 80/- No. 8-10 85/- Rest 90/-	1-7 87/6 8-10 92/6 Rest £5	As 1910.	1-8 87/6 9-11 92/6 Rest £5
15/- net as before.	15/- net as before.	15/- net as before.	As 1909.	As 1909.	As 1909.
4 Gs.	80/-	80/-	88/- net.	97/6 net.	£6
Deutschland 55/- all risks. Amerika 25/- as 1906. not obtainable.	Entire fleet. 20/- T.L.O. and GA.	Entire fleet. 20/- T.L.O. and GA.	As 1909.	As 1909.	As 1909.
45 -	No. 1 & 2 40/- No. 3-4 2 Gs.	No. 1-5 40/- No. 6 45/-	40/-	35/- net.	Not renewed yet.
No. 1-4 45/- No. 5-9 50/- Rest 60/- All risks.	No. 1-9 45/- Rest 60/- All risks.	No. 1-2 60/- No. 3-9 45/- No. 10-12 50/-	1-2 50/- 3-8 55/- 9-10 60/- Rest 70/-	As 1910.	1-2 50/- 3-10 55/- 11-12 65/- 13-14 80/- 15 £5 Rest 70 -

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No.

PROVISIONS

—	Year	Liverpool		London		Glasgow		Bristol		Dublin	
		P.	G.	P.	G.	P.	G.	P.	G.	P.	G.
		cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
May 1 to September 15.....	1903	^a 21 ¹ / ₄	26 ¹ / ₄	22 ¹ / ₄	31	22 ¹ / ₂	27 ¹ / ₂	22 ¹ / ₂	27 ¹ / ₂	25	30
	1904	21 ¹ / ₄	26 ¹ / ₄	22 ³ / ₄	27 ³ / ₄	22 ¹ / ₂	27 ¹ / ₂	22 ¹ / ₂	27 ¹ / ₂	30	30
	1905	17 ¹ / ₂	22 ¹ / ₂	20	25	22 ¹ / ₂	25	20	25	20	25
	1906	25	25	25	25	25	25	25	25	25	25
	1907	25	25	25	25	25	25	25	25	25	25
September 30.....	1903	25	30	26 ³ / ₄	31 ³ / ₄	27 ¹ / ₂	32 ¹ / ₄	25	30	30	35
	1904	25	30	27 ³ / ₄	32 ³ / ₄	27 ¹ / ₂	32 ¹ / ₄	27 ¹ / ₂	32 ¹ / ₂	37 ¹ / ₂	42 ¹ / ₂
	1905	17 ¹ / ₂	22 ¹ / ₂	20	25	22 ¹ / ₂	25	20	25	20	25 ¹ / ₂
	1906	25	25	30	30	30	30	30	30	30	30
	1907	25	25	30	30	30	30	30	30	30	30
October 15.....	1903	28 ³ / ₄	33 ³ / ₄	32 ³ / ₄	37 ³ / ₄	33 ³ / ₄	38 ¹ / ₄	30	35	40	45
	1904	28 ³ / ₄	33 ³ / ₄	30 ³ / ₄	35 ³ / ₄	31 ¹ / ₄	36 ¹ / ₄	30	35	35	40
	1905	25	27 ¹ / ₄	25	27 ¹ / ₂	27 ¹ / ₂	27 ¹ / ₂	27 ¹ / ₂	27 ¹ / ₂	25	27 ¹ / ₂
	1906	35	35	35	35	35	35	35	35	35	35
	1907	35	35	35	35	35	35	35	35	35	35
October 30.....	1903	35	40	40	45	41 ¹ / ₄	46 ¹ / ₄	37 ¹ / ₄	42 ¹ / ₄	50	55
	1904	32 ¹ / ₂	37 ¹ / ₂	35 ³ / ₄	40 ³ / ₄	36 ¹ / ₂	41 ¹ / ₄	35	40	42 ¹ / ₂	47 ¹ / ₂
	1905	27 ¹ / ₂	30	27 ¹ / ₂	31 ¹ / ₄	30	37 ¹ / ₂	32 ¹ / ₂	35	27 ¹ / ₂	21 ¹ / ₂
	1906	45	45	45	45	45	45	45	45	45	45
	1907	45	45	45	45	45	45	45	45	45	45
November 15.....	1903	51 ¹ / ₄	56 ¹ / ₂	57 ³ / ₄	63 ³ / ₄	60	67 ¹ / ₂	52 ¹ / ₂	57 ¹ / ₂	70	75
	1904	42 ¹ / ₂	47 ¹ / ₂	47 ³ / ₄	59	50	55	42 ¹ / ₂	47 ¹ / ₂	57 ¹ / ₂	62 ¹ / ₂
	1905	42	45	52 ¹ / ₂	55	47 ¹ / ₂	50	47 ¹ / ₂	52 ¹ / ₂	52	55
	1906	55	55	55	55	55	55	55	55	55	55
	1907	55	55	55	55	55	55	55	55	55	55
Nov. 25 or close.....	1903	75	80	83 ¹ / ₄	97	75	80	75	80	\$1.00	\$1.30
	1904	62 ¹ / ₂	67 ¹ / ₂	62 ³ / ₄	67 ³ / ₄	56 ¹ / ₄	61 ¹ / ₄	75	80	62 ¹ / ₂	67 ¹ / ₂
	1905	55	57 ¹ / ₂	60	65	55	60	55	60	60	65
	1906	65	65	65	65	65	65	65	65	65	65
	1907	65	65	65	65	65	65	65	65	65	65

(a). Rates are shown in cents for each \$100 insured.

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3.

AND GRAIN.

Leith		Cardiff		Manchester		Halifax and St. John, N.B.		New York and Boston		Furness and Manchester Line Boats from Halifax and St. John.	
P.	G.	P.	G.	P.	G.	P.	G.	P.	G.	P.	G.
cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
30	35	.....	.....	35	40	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
30	35	.....	.....	35	40	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
25	30	.....	.....	30	35	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
30	30	.....	.....	35	35	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
30	30	.....	.....	32 $\frac{1}{2}$	32 $\frac{1}{2}$	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
35	40	.....	.....	40	45	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
37 $\frac{1}{2}$	42 $\frac{1}{2}$	.....	.....	37 $\frac{1}{2}$	42 $\frac{1}{2}$	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
25 $\frac{1}{2}$	30	.....	.....	30	35	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
35	35	.....	.....	40	40	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
35	35	.....	.....	37 $\frac{1}{2}$	37 $\frac{1}{2}$	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
45	50	.....	.....	50	55	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
40	45	.....	.....	42 $\frac{1}{2}$	47 $\frac{1}{2}$	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
30	32 $\frac{1}{2}$	.....	.....	40	45	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
40	40	.....	.....	45	45	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
40	40	.....	.....	42 $\frac{1}{2}$	42 $\frac{1}{2}$	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
55	60	.....	.....	60	65	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
47 $\frac{1}{2}$	52 $\frac{1}{2}$	.....	.....	55	60	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
32 $\frac{1}{2}$	36 $\frac{1}{2}$	.....	.....	45	50	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
50	50	.....	.....	55	55	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
50	50	.....	.....	52 $\frac{1}{2}$	52 $\frac{1}{2}$	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
75	80	.....	.....	75	80	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
62 $\frac{1}{2}$	67 $\frac{1}{2}$	.....	.....	80	85	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
57 $\frac{1}{2}$	60	.....	.....	67 $\frac{1}{2}$	72 $\frac{1}{2}$	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
60	65	.....	.....	65	65	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
60	65	.....	.....	62 $\frac{1}{2}$	62 $\frac{1}{2}$	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
\$1.05	\$1.35	.....	.....	\$1.05	\$1.45	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
67 $\frac{1}{2}$	72 $\frac{1}{2}$	.....	.....	90	95	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
65	70	.....	.....	85	90	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
70	75	.....	.....	75	75	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30
70	75	.....	.....	72 $\frac{1}{2}$	72 $\frac{1}{2}$	20	22 $\frac{1}{2}$	12 $\frac{1}{2}$	15	27 $\frac{1}{2}$	30

—	Year	Liverpool		London		Glasgow		Bristol		Dublin	
		P.	G.	P.	G.	P.	G.	P.	G.	P.	G.
		cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
May 1 to September 15.....	1908	a) 25	25	25	25	25	25	25	25	25	25
	1909	30	30	30	30	35	30	30	30	30	30
	1910	24	27		27		27		27		27
	1911	20	25	20	25	20	25	20	25	20	25
	1912	b) 20	25	20	25	20	25	20	25	20	25
September 30-.....	1908	30	30	30	30	30	30	30	30	30	30
	1909	35	35	35	35	35	35	35	35	35	35
	1910	24	27	24	27	24	27	24	27	24	27
	1911	22½	27½	22½	27½	22½	27½	22½	27½	22½	27½
	1912	22½	27½	22½	27½	22½	27½	22½	27½	22½	27½
October 15.....	1908	35	35	35	35	35	35	35	35	35	35
	1909	42½	42½	42½	42½	42½	42½	42½	42½	42½	42½
	1910	30	36	30	36	30	36	30	36	30	36
	1911	25	30	25	30	25	30	25	30	25	20
	1912	25	30	25	30	25	30	25	30	25	30
October 30.....	1908	45	45	45	45	45	45	45	45	45	45
	1909	55	55	55	55	55	55	55	55	55	55
	1910	40	45	40	45	40	45	40	45	40	45
	1911	32½	37½	32½	37½	32½	37½	32½	37½	32½	37½
	1912	32½	37½	32½	37½	32½	37½	32½	37½	32½	37½
November 15.....	1908	55	55	55	55	55	55	55	55	55	55
	1909	65	65	65	65	65	65	65	65	65	65
	1910	40	55	50	55	50	55	50	55	50	55
	1911	35	40	35	40	35	40	35	40	35	40
	1912	35	40	35	40	35	40	35	40	35	40
Nov. 25 or close.....	1908	65	65	65	65	65	65	65	65	65	65
	1909	75	75	75	75	75	75	75	75	75	75
	1910	60	65	60	65	60	65	60	65	60	65
	1911	40	45	40	45	40	45	40	45	40	45
	1912	40	45	40	45	40	45	40	45	40	45

(a). Rates are shown in cents for each \$100 insured.
(b). Differences in Rates sometimes occur through competition between Underwriters—refer to table 8.

SESSIONAL PAPER No. 10e

3A.
AND GRAIN.

Leith		Cardiff		Manchester		Halifax and St. John, N.B.		New York and Boston		Furness and Manchester Line Boats from Halifax and St. John.	
P.	G.	P.	G.	P.	G.	P.	G.	P.	G.	P.	G.
cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
30	30	..		32½	32½	20	22½	12½	15	27½	30
35	35			35	35	20	22½	12½	15	27½	30
30	32			30	35	20	22½	12½	15	27½	30
25	30			27½	32½	20	22½	12½	15	27½	30
25	30			27½	32½	20	22½	12½	15	27½	30
35	35			37½	37½	20	22½	12½	15	27½	30
40	40			40	40	20	22½	12½	15	27½	30
30	32			35	35	20	22½	12½	15	27½	30
27½	32½			27½	32½	20	22½	12½	15	27½	30
27½	32½			27½	32½	20	22½	12½	15	27½	30
40	40			42½	42½	20	22½	12½	15	27½	30
50	50			50	50	20	22½	12½	15	27½	30
35	41			40	42½	20	22½	12½	15	27½	30
30	35			32½	37½	20	22½	12½	15	27½	30
30	35			32½	37½	20	22½	12½	15	27½	30
50	50			52½	52½	20	22½	12½	15½	27½	30
60	60			60	60	20	22½	12½	15	27½	30
40	50			45	52½	20	22½	12½	15	27½	30
37½	42½			40	45	20	22½	12½	15	27½	30
37½	42½			40	45	20	22½	12½	15	27½	30
60	60			62½	62½	20	22½	12½	15	27½	30
70	70			70	70	20	22½	12½	15	27½	30
55	60			60	62½	20	22½	12½	15	27½	30
40	45			45	50	20	22½	12½	15	27½	30
40	45			45	50	20	22½	12½	15	27½	30
70	70			72½	72½	20	22½	12½	15	27½	30
80	80			80	80	20	22½	12½	15	27½	30
70	70			70	72½	20	22½	12½	15	27½	30
50	55			50	55	20	22½	12½	15	27½	30
50	55			50	55	20	22½	12½	15	27½	30

No. 4.

MARINE UNDERWRITERS' WARRANTY SLIPS.

I. LIVERPOOL SLIP WARRANTIES.

- (1) Warranted no British North America.
- (2) Warranted not to be in the Baltic or White Sea between 1st October and 31st March, both days inclusive.
- (3) Warranted not to sail with over net tonnage of grain from any port in North America between 1st October and 31st March, both days inclusive.
- (4) Warranted not to sail with over net register tonnage of ore, iron, or phosphate, to or from any port in North America between 1st September and 31st March, both days inclusive.
- (5) Warranted no east of Singapore, excepting Java, Bangkok or Saigon.
- (6) Warranted no Bilbao.
- (7) Warranted not Straits of Magellan.

II. TIME WARRANTIES IN USE IN LONDON IN 1899.

Warranted no British North America (ex Halifax for coaling).

Warranted no Baltic or White Sea, 1st October to 1st April.

Warranted no east of Singapore ex Java, Australia, Saigon, and Bangkok.
21—additional to cancel above warranties ex British North America, 1st September to 1st April (in some cases, ex British North America absolutely).

In cases of fine highly valued steamers there are added after the exceptions to the east of Singapore warranty the words "and out and home voyages to China and Japan."

1907.

INSTITUTE WARRANTIES.

1907.

Warranted not to enter or sail from any port or ports, place or places, in British North America, except Halifax for purposes of coaling.

Warranted not to enter the Baltic beyond 13 deg. E. long. or sail from a loading port therein, between 1st. October and 1st April.

Warranted not to enter the White Sea, or sail from a loading port therein, between 1st October and 1st April, and not to proceed East of Cape Kanin in the Arctic Ocean absolutely.

Warranted not to proceed East of Singapore (Java, Saigon, Bangkok, Australasia, and out and home voyages to China and Japan excepted).

On payment of an additional premium of per cent, all above Warranties to be cancelled except British North America between 1st September and 1st April and Cape Kanin Warranty.

SESSIONAL PAPER No. 10e

No. 5.

DRAFT FORM OF POLICY.

BE IT KNOWN THAT

as well in own Name as for and in the name and names of all
and every other Person or Persons to whom the same doth, may or shall
appertain in part or in all doth make assurance and cause and
them and every of them to be insured lost or not lost at and from

S. G.

£

And for and during the space of calendar months

from 18 to 18 both days
inclusive. In port and at sea, in docks and graving docks, and on
ways, gridirons and pontoons, at all times, in all places, and on all
occasions, services and trades whatsoever and wheresoever, under
steam or sail, with leave to sail with or without pilots, to tow and
assist vessels or craft in all situations, and to be towed and to go on
trial trips

upon any kinds of goods and Merchandise and also upon the Body,
Tackle, Apparel, Ordnance, Munition, Artillery, Boat and other Furni-
ture of and in the good Ship or Vessel called the

Whereof

is Master under God for this present Voyage, or whosoever
else shall go for Master in the said Ship, or by whatsoever other name
or names the same ship or the Master thereof is or shall be named or
called, beginning the adventure upon the said Goods and Merchandises
from the loading thereof aboard the said Ship as above upon the said
Ship, &c.

and shall so continue and endure
during her Abode there upon the said Ship, &c., and further until the
said Ship with all her Ordnance, Tackle, Apparel, &c., and Goods and
Merchandise whatsoever shall be arrived at as above

upon the said Ship, &c., until she hath moored at Anchor twenty four
hours in good safety, and upon the Goods and Merchandises until the
same be there discharged and safely landed and it shall be lawful for
the said Ship, &c., in this Voyage to proceed and sail to and touch and
stay at any Ports or Places whatsoever and wheresoever for all pur-
poses

without prejudice to this Insurance. The said Ship, &c., Goods and
Merchandises, &c., for so much as concerns the Assured by Agreement
between the Assured and Assurers in this Policy are and shall be
valued at

DEVIATION CLAUSE

£

on

Held covered in case of any breach of warranty as to cargo, trade, locality or
date of sailing, provided notice be given and any additional premium required
be agreed immediately after receipt of advices.

No. 6.

DRAFT FORM OF POLICY.

Warranted free from capture, seizure, and detention, the consequences thereof, or of any attempt thereat, unless arising from piracy or barratry, and from all consequences of hostilities or warlike operations, whether before or after declaration of war.

TOUCHING the Adventures and Perils which we the Assurers are contented to bear and do take upon us in this Voyage they are of the Seas, Men-of-War, Fire, Enemies, Pirates, Rovers, Thieves, Jettisons, Letters Mart and Counter-mart, Surprisals, Takings, at Sea, Arrests, Restraints, Detainments, of all Kings, Princes, and People, of what nation, Condition, or Quality soever; Barratry of the Master and Mariners and of all other Perils, Losses and Misfortunes, that have or shall come to the Hurt, Detriment or Damage of the said Goods and Merchandises and Ship, &c., or any part thereof. And in case of any loss or Misfortune it shall be lawful to the Assured, their Factors, Servants and Assigns to sue Labour and travel for in and about the Defence, Safeguard, and Recovery of the said Goods and Merchandises and Ship, &c., or any part thereof, without prejudice to this Insurance, to the Charges whereof we the Assurers will contribute each one according to the Rate and Quantity of his Sum herein assured. And it is expressly declared and agreed that no acts of the Insurer or Insured in recovering, saving or preserving the property insured shall be considered as a waiver or acceptance of abandonment. And it is agreed by us the Insurers that this Writing or Policy of Assurance shall be of as much force and Effect, as the surest Writing or Policy of Assurance heretofore made in Lombard Street or in the Royal Exchange or elsewhere in London. And so we the Assurers are contented and do hereby promise and bind ourselves each one and for his own Part our Heirs Executors and Goods to the Assured their Executors, Administrators and Assigns for the true Performance of the Premises confessing ourselves paid the Consideration due unto us for this Assurance by the Assured.

at and after the Rate of

IN WITNESS whereof we the Assurers have subscribed our Names and Sums assured in London.

N.B.—Corn, Fish, Fruit, Flour and Seed are warranted free from Average unless General or the ship be stranded. Sugar, Tobacco, Hemp, Flax, Hides, and Skins, are warranted free from Average under Five Pounds per cent, and all other Goods also the Ship and Freight are warranted free from Average under Three Pounds per cent unless general or the Ship be stranded, sunk or on fire.

SESSIONAL PAPER No. 10e

No. 7.

EXTRACT of letter from Willis Faber & Co., respecting tramps:—

“The extra rate generally charged on tramp steamers for one round voyage
“to the St. Lawrence in the summer has been 21s., subject to warranty of sailing
“from the St. Lawrence not later than 30th September. For later sailings
“anything up to 3 gs $\frac{7}{8}$ extra has been paid according to the steamer and the
“lateness of the sailing. It is not possible for us to tell you anything in the
“shape of a fixed scale of rates, each case being treated on its merits. Such
“tramp steamers as we have been able to trace having had extra premiums
“paid on them, made voyages not to the River, but to the Gulf of St. Lawrence.
“The objective point of such steamers is generally Chaleur Bay or some other
“place in the Canadian Provinces where wood cargoes are to be obtained.”

COMPARISON OF INSURANCE RATES ON CARGO *via* ST

Year.	—	RATES VIA ST. LAWRENCE TO							
		Allan.		Dominion.		Can. Pacific.		Thomson.	
		Provi- sions.	Grain.	Provi- sions.	Grain.	Provi- sions.	Grain.	Provi- sions.	Grain.
1906	Summer rate.....	(a) 25	25	25	25	25	25	25	25
	Average season rate.....	32½	32½	32½	32½	32½	32½	32½	32½
1907	Summer rate.....	25	25	25	25	25	25	25	25
	Average season rate.....	32½	32½	32½	32½	32½	32½	32½	32½
1908	Summer rate.....	25	25	25	25	25	25	25	25
	Average season rate.....	32½	32½	32½	32½	32½	32½	32½	32½
1909	Summer rate.....	27½	27½	27½	27½	27½	27½	27½	27½
	Average season rate.....	35	35	35	35	35	35	35	35
1910	Summer rate.....	24	27	24	27	24	27	24	27
	Average season rate.....	31½	34½	31½	34½	31½	34½	31½	34½
1911	Summer rate.....	20	25	20	25	20	25	20	25
	Average season rate.....	25½	30	25½	30	25½	30	25½	30
1912	Summer rate.....	(b) 17½	20	17½	20	17½	20	17½	20
	Average season rate.....	23	25½	23	25½	23	25½	23	25½

(a) Rates are shown in cents for each \$100 insured.
(b) Differences in rates sometimes occur through competition between underwriters—refer to table 3a.

SESSIONAL PAPER No. 10e

8.

LAWRENCE AND *via* NEW YORK, ETC.

UNITED KINGDOM.					RATES <i>VIA</i> NEW YORK, BOSTON, ETC.				
Donaldson.		Manchester.		Tramp Steamers.	1st Class Liners. all the year round.		2nd Class Liners		Tramp Steamers.
Provi- sions.	Grain.	Provi- sions.	Grain.	Full Cargoes Grain.	Provi- sions.	Grain.	Provi- sions.	Grain.	Full Cargoes Grain.
25 32½	25 32½	30 40	30 40	75 95 }	15	17½	17½	20	{ 37½ 50
25 32½	25 32½	30 40	30 40	75 95 }	15	17½	17½	20	{ 37½ 50
25 32½	25 32½	30 40	30 40	62½ 80 }	15	17½	17½	20	{ 37½ 50
27½ 35	27½ 35	30 39	30 39	62½ 80 }	15	17½	17½	20	{ 37½ 50
24 31½	27 34½	27½ 36½	30 39	62½ 80 }	12½	15	15	17½	{ 37½ 50
20 25½	25 30	22½ 28	27½ 33	62½ 80 }	12½	15	15	17½	{ 37½ 50
17½ 23	20 25½	20 26½	25 32½	50 61 }	12½	15	15	17½	{ 37½ 50

(a) Rates are shown in cents for each \$100. insured.
(b) Differences in rates sometimes occur through competition between underwriters—refer to table 3a.

No. 9.

COMPARISON OF MARINE INSURANCE RATES ON GRAIN FROM MONTREAL AND FROM NEW YORK, IN THE YEARS 1900 & 1912.

The estimated value of grain that will be shipped from Montreal in 1912 may be taken at \$25,000,000.

The average season rate from Montreal in 1900, was.....	56 cents.
The average season rate from Montreal in 1912, is.....	25½ “
The rate from New York, in 1900, was.....	20 “
The rate from New York, in 1912, is.....	15 “

A.	In 1900, \$25,000,000 would have been insured at 56c. or	\$140,000
MONTREAL	In 1912, \$25,000,000 insured at 25½c.....	63,750
1900 v 1912.	Or, saving in cost, compared with 1900, of.....	<u>\$ 76,250</u>

B.	In 1900, the rate via Montreal, was.....	56 cts.
MONTREAL	In 1900, the rate via New York, was.....	20 “
v		
NEW YORK	Extra cost via Montreal.....	36 cts.
1900 & 1912.	Representing on \$25,000,000.....	\$ 90,000
	In 1912, the rate via Montreal, is.....	25½ cts
	In 1912, the rate via New York, is.....	15 “
	Extra cost via Montreal.....	10½ cts
	Representing on \$25,000,000.....	<u>\$ 26,250</u>
	Showing reduction in extra cost in 1912 of.....	<u>\$ 63,750</u>

SESSIONAL PAPER No. 10e

No. 10.

MINIMUM NET INSURANCE RATES ON EXPORTS BY STEAMERS FROM THE
OPENING OF NAVIGATION 1900 TO 1906.From Montreal to direct ports in the U. K. not north of London on the East
coast.

1900. Sailings.	Rates net Provisions and Mdse.	Grain.
CLASS "A"—STEAMERS OF THE ALLAN LINE.	\$ cts.	\$ cts.
May 1 to Sept. 15.....	(a) 0 40	0 45
Sept. 16 to Sept. 30.....	0 45	0 50
Oct. 1 to Oct. 15.....	0 50	0 60
Oct. 16 to Oct. 31.....	0 60	0 70
Nov. 1 to Nov. 10.....	0 70	0 80
Nov. 11 to Nov. 20.....	0 80	1 00
Nov. 21 to Close of navigation..	1 00	1 20

CLASS "B"—DOMINION LINE STEAMERS TO LIVERPOOL AND STEAMERS OF
DONALDSON AND JOHNSTON LINES.

May 1 to Sept. 15.....	0 45	0 50
Sept. 16 to Sept. 30.....	0 50	0 60
Oct. 1 to Oct. 15.....	0 60	0 70
Oct. 16 to Oct. 31.....	0 70	0 80
Nov. 1 to Nov. 10.....	0 80	0 90
Nov. 11 to Nov. 20.....	0 90	1 10
Nov. 20 to Close of navigation..	1 10	1 30

CLASS "C"—STEAMERS OF THOMSON, ELDER DEMPSTER, HEAD (ULSTER S.S.
CO.), LEYLAND AND LORD (IRISH SHIPOWNERS CO. LTD.) LINES.

May 1 to Sept. 15.....	0 50	0 55
Sept. 16 to Sept. 30.....	0 55	0 65
Oct. 1 to Oct. 15.....	0 65	0 75
Oct. 16 to Oct. 31.....	0 75	0 85
Nov. 1 to Nov. 10.....	0 85	0 95
Nov. 11 to Nov. 20.....	1 00	1 20
Nov. 21 to Close of navigation..	1 20	1 40

CLASS "D"—STEAMERS OF MANCHESTER LINE AND HAMBURG-AMERICAN
PACKET CO. AND STEAMERS "CEBRIANA", "SYLVIANA" AND "DALTON HALL"
OF THE HANSA ST. LAWRENCE LINE.

May 1 to Sept. 15.....	0 60	0 65
Sept. 16 to Sept. 30.....	0 65	0 75
Oct. 1 to Oct. 15.....	0 75	0 85
Oct. 16 to Oct. 31.....	0 85	0 95
Nov. 1 to Nov. 10.....	1 05	1 15
Nov. 11 to Nov. 20.....	1 25	1 45
Nov. 21 to Close of navigation..	1 45	1 65

3 GEORGE V., A. 1913

MINIMUM NET INSURANCE RATES—Continued.

CLASS "E"—OTHER STEAMERS (INCLUDING THOSE CHARTERED BY THE ABOVE LINES) 100 A1 TRIPLE, BUILT NOT BEFORE 1890.

1900. Sailings.	Rates net Provisions and Mdse.	Carrying Gross Reg. or upwards of grain.	Parcels. Grain.
	\$ cts.	\$ cts.	\$ cts.
May. 1 to Sept. 15.. .. .	0 70	0 80	1 00
Sept. 16 to Sept. 30... ..	0 80	0 90	1 10
Oct. 1 to Oct. 15.. . . .	0 90	1 00	1 20
Oct. 16 to Oct. 31.... .	1 00	1 20	1 50
Nov. 1 to Nov. 10.. . . .	1 25	1 50	2 00
Nov. 11 to Nov. 20.....	1 50	1 75	2 25
Nov. 21 to Close of navigation....	2.00	2 50	3 00

(a) Rates are shown in dollars and cents for each \$100 insured.

SESSIONAL PAPER No. 10e

MINIMUM NET INSURANCE RATES—*Continued.*

Sailings.	1901.		1902.	
	Provisions and Mdse.	Grain.	Provisions and Mdse.	Grain.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
May 1 to Sept. 15.....	0 25	0 40	0 32½	0 40
Sept. 16 to Sept. 30.....	0 30	0 45	0 32½	0 45
Oct. 1 to Oct. 15.....	0 35	0 50	0 37½	0 50
Oct. 16 to Oct. 31..	0 45	0 60	0 42½	0 60
Nov. 1 to Nov. 10.....	0 57½	0 70	0 47	0 70
Nov. 11 to Nov. 20..	0 65	0 80	0 52	0 80
Nov. 21 to Close of navigation	0 80	1 20	0 80	1 20
<i>Per Dominion and C. P. R. Lines.</i>				
May 1 to Sept. 15.....	0 40	0 45	0 35	0 45
Sept. 16 to Sept. 30..	0 42½	0 50	0 35	0 50
Oct. 1 to Oct. 15..	0 50	0 60	0 45	0 60
Oct. 16 to Oct. 31..	0 55	0 70	0 50	0 70
Nov. 1 to Nov. 10.....	0 70	0 80	0 57½	0 80
Nov. 11 to Nov. 20..	0 80	0 90	0 62½	0 90
Nov. 21 to Close of navigation	1 00	1 30	1 00	1 30
<i>Per Thomson Line.</i>				
May 1 to Sept. 15.....	0 40	0 50	0 35	0 50
Sept. 16 to Sept. 30..	0 42½	0 55	0 35	0 55
Oct. 1 to Oct. 15.....	0 50	0 65	0 45	0 65
Oct. 16 to Oct. 31..	0 60	0 75	0 50	0 75
Nov. 1 to Nov. 10.....	0 70	0 85	0 57½	0 85
Nov. 11 to Nov. 20.....	0 80	1 00	0 62½	1 00
Nov. 21 to Close of navigation	1 00	1 30	1 00	1 30
<i>Per Donaldson Line.</i>				
May 1 to Sept. 15..	0 35	0 45	0 35	0 45
Sept. 16 to Sept. 30..	0 42½	0 50	0 35	0 50
Oct. 1 to Oct. 15..	0 47½	0 60	0 42½	0 60
Oct. 16 to Oct. 31.....	0 55	0 70	0 50	0 70
Nov. 1 to Nov. 10.....	0 60	0 80	0 57½	0 80
Nov. 11 to Nov. 20.....	0 75	0 90	0 62½	0 90
Nov. 21 to Close of navigation	1 00	1 30	1 00	1 30
<i>Per Manchester Line.</i>				
May 1 to Sept. 15..	0 52½	0 60	0 45	0 60
Sept. 16 to Sept. 30.....	0 57½	0 65	0 45	0 65
Oct. 1 to Oct. 15.....	0 57½	0 75	0 55	0 75
Oct. 16 to Oct. 31.....	0 67½	0 85	0 65	0 85
Nov. 1 to Nov. 10.....	0 77½	1 05	0 75	1 05
Nov. 11 to Nov. 20.....	0 85	1 25	0 80	1 25
Nov. 21 to Close of navigation	1 05	1 45	1 05	1 45

MINIMUM NET INSURANCE RATES- *Continued.*

Sailings.	1903		1904	
	Provisions and Mdse.	Grain.	Provisions and Mdse.	Grain.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Allan and Dominion Lines.</i>				
May 1 to Sept. 15.....	0 20	0 25	0 20	0 25
Sept. 16 to Sept. 30..	0 25	0 30	0 22½	0 27½
Oct. 1 to Oct. 15..	0 27½	0 32½	0 27½	0 32½
Oct. 16 to Oct. 31..	0 32½	0 37½	0 30	0 35
Nov. 1 to Nov. 10..	0 42½	0 47½	0 35	0 40
Nov. 11 to Nov. 20..	0 50	0 55	0 42½	0 47½
Nov. 21 to Close of navigation.	0 75	0 80	0 50	0 55
<i>Per C. P. R. Line.</i>				
May 1 to Sept. 15..	0 22½	0 27½	0 22½	0 27½
Sept. 16 to Sept. 30.....	0 25	0 30	0 27½	0 32½
Oct. 1 to Oct. 15.....	0 30	0 35	0 30	0 35
Oct. 16 to Oct. 31.....	0 37½	0 42½	0 35	0 40
Nov. 1 to Nov. 10.....	0 45	0 50	0 40	0 45
Nov. 11 to Nov. 20.....	0 52½	0 57½	0 42½	0 47½
Nov. 21 to Close of navigation	0 75	0 80	0 75	0 80
<i>Per Thomson Line.</i>				
May 1 to Sept. 15..	0 25	0 30	0 25	0 30
Sept. 16 to Sept. 30..	0 30	0 35	0 32½	0 37½
Oct. 1 to Oct. 15..	0 40	0 45	0 35	0 40
Oct. 16 to Oct. 31..	0 50	0 55	0 42½	0 47½
Nov. 1 to Nov. 10..	0 60	0 65	0 47	0 52
Nov. 11 to Nov. 20..	0 70	0 75	0 57½	0 62½
Nov. 20 to Close of navigation	1 00	1 30	0 62½	0 67½
<i>Per Donaldson Line.</i>				
May 1 to Sept. 15.....	0 25	0 30	0 25	0 30
Sept. 16 to Sept. 30..	0 30	0 35	0 32½	0 37½
Oct. 1 to Oct. 15.....	0 40	0 45	0 35	0 40
Oct. 16 to Oct. 31..	0 50	0 55	0 42½	0 47½
Nov. 1 to Nov. 10.....	0 60	0 65	0 47	0 52
Nov. 11 to Nov. 20..	0 70	0 80	0 57½	0 62½
Nov. 20 to Close of navigation.....	0 75	0 80	0 62½	0 67½
<i>Per Manchester Line.</i>				
May 1 to Sept. 15.....	0 35	0 40	0 35	0 40
Sept. 16 to Sept. 30..	0 40	0 45	0 37½	0 42½
Oct. 1 to Oct. 15.....	0 50	0 55	0 42½	0 47½
Oct. 16 to Oct. 31.....	0 60	0 65	0 55	0 60
Nov. 1 to Nov. 10.....	0 75	0 80	0 60	0 65
Nov. 11 to Nov. 20.....	0 75	0 80	0 80	0 65
Nov. 21 to Close of navigation.....	1 05	1 45	0 90	0 95

SESSIONAL PAPER No. 10e

MINIMUM NET INSURANCE RATES—*Concluded.*

Sailings.	1905.		1906.	
	Provisions and Mdse.	Grain.	Provisions and Mdse.	Grain.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>To Liverpool per Allan, C. P. R. and Dominion Lines.</i>				
May 1 to Sept. 15..	0 17½	0 22½	0 25	Same rates as provisions.
Sept. 16 to Sept. 30..	0 17½	0 22½	0 30	
Oct. 1 to Oct. 15..	0 25	0 27½	0 35	
Oct. 16 to Oct. 31..	0 27½	0 30	0 45	
Nov. 1 to Nov. 10..	0 35	0 37½	0 50	
Nov. 11 to Nov. 20..	0 42½	0 45	0 55	
Nov. 21 to Close of navigation..	0 55	to 15th. 0 57½ to 25th.	0 65	
<i>To London per Allan, C.P.R. and Thomson Lines.</i>				
May 1 to Sept. 15..	0 20	0 25	0 25	
Sept. 16 to Sept. 30..	0 20	0 25	0 30	
Oct. 1 to Oct. 15..	0 25	0 27½	0 35	
Oct. 16 to Oct. 31..	0 27½	0 33½	0 45	
Nov. 1 to Nov. 10..	0 45	0 45	0 45	
Nov. 11 to Nov. 20..	0 52½	0 55	0 55	
Nov. 21 to Close of navigation..	0 60	to 15th. 0 65 to 25th.	0 66	
<i>To Glasgow per Allan and Donaldson Lines.</i>				
May 1 to Sept. 15..	0 22½	0 25	0 25	
Sept. 16 to Sept. 20..	0 22½	0 25	0 30	
Oct. 1 to Oct. 15..	0 27½	0 27½	0 35	
Oct. 16 to Oct. 31..	0 30	0 37½	0 45	
Nov. 1 to Nov. 10..	0 37½	0 45	0 50	
Nov. 11 to Nov. 20..	0 47½	0 50	0 55	
Nov. 21 to Close of navigation..	0 55	to 15th. 0 60 to 25th.	0 65	
<i>To Bristol per C. P. R. and Dominion Lines.</i>				
May 1 to Sept. 15..	0 20	0 25	0 25	
Sept. 16 to Sept. 30..	0 20	0 25	0 30	
Oct. 1 to Oct. 15..	0 27½	0 27½	0 35	
Oct. 16 to Oct. 31..	0 32½	0 35	0 45	
Nov. 1 to Nov. 10..	0 40	0 47½	0 47½	
Nov. 11 to Nov. 20..	0 47½	0 52½	0 55	
Nov. 21 to Close of navigation..	0 55	to 15th. 0 60 to 25th.	0 65	
<i>To Manchester per Manchester Line.</i>				
May 1 to Sept. 15..	0 30	0 35	0 35	
Sept. 16 to Sept. 30..	0 30	0 35	0 40	
Oct. 1 to Oct. 15..	0 40	0 45	0 45	
Oct. 16 to Oct. 31..	0 45	0 50	0 55	
Nov. 1 to Nov. 10..	0 55	0 60	0 65	
Nov. 11 to Nov. 20..	0 67½	0 72½	0 65	
Nov. 21 to Close of navigation..	0 85	to 15th. 0 90 to 25th.	0 75	

(Rates for 1907 same as 1906, except Manchester, which rates are 2½ cents less all through).

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